

California Indian Reservation Roads (IRR) Technical Report

February 29, 2008



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On the Cover – IRR Inventory for the Bridgeport Indian Reservation

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of California or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.

The completion of this report could not been possible without the funding from Caltrans, Native American Liaison Branch and the Federal Highways Administration

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List of Abbreviations and Acronyms

ADT	Average Daily Traffic
BIA	Bureau of Indian Affairs
Caltrans	California Department of Transportation
CTC	California Transportation Commission
ESRI	Environmental Systems Research Institute
FHWA	Federal Highway Administration
GIS	Geographic Information System
HCM	Highway Data Management
IRR	Indian Reservation Roads
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIMS	Integrated Transportation Information and Management System
NALB	Native American Liaison Branch
RIFDS	Roads Inventory Field Data System
RTP	Regional Transportation Plan
TEA-21	Transportation Equity Act for the 21 st Century
TRB	Transportation Research Board of the National Academies
SAFETEA-LU	Safe, Accountable, Flexible Transportation Equity Act
TTAP	Tribal Technical Assistance Program

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Preface²

There are 333,346³ Native Americans in California, with a notable Native American population in every county of the State. The 108 federally recognized Tribes in California are unique sovereign nations exercising jurisdiction over their respective Tribal lands. All counties, except Los Angeles and Orange, contain Tribal lands with resident populations totaling over 60,200. The total number of Tribal lands is relatively small, approximately half a million acres, which is less than ten percent of the total lands that were initially negotiated by treaties between the Tribes and the federal government (approximately seven-eight million acres were originally set aside for Tribes by treaty). The treaties were never ratified, resulting in the loss of the majority of the Tribes' land base and subsequently the development of small reservations and rancherias. Due to the fragmentation of Tribal lands among many remote locations, the cost of maintaining and constructing roads on Tribal lands is higher than many large reservations in other states. Also, the cost of necessary transportation improvements for providing access to lifeline services in distant urban areas is beyond the resources of the small remote reservations and rancherias. The transportation needs of the Native American Tribes in California have not been adequately addressed by either federal or state transportation programs.⁴

In 1999 the California Transportation Commission (CTC), a nine member board appointed by the Governor, held three meetings in the southern, central and northern regions of the State with Tribal governments, Caltrans, and Regional and Metropolitan Planning Organizations. The purpose of the meetings was to identify Native American transportation issues, and discuss ways of improving the government-to-government coordination of transportation planning and programming in order to better integrate the land use policies and transportation needs of the Tribal governments into the State and regional transportation planning process. Shortly after these meetings were held, the CTC adopted Regional Transportation Plan (RTP) Guidelines to better integrate the land use policies and transportation needs of the Tribal governments into the state and regional transportation planning process. The RTP Guidelines emphasized the federal and state requirement to consult with and consider the interests of Tribal governments in the development of transportation plans and programs. Further, the CTC supported and encouraged funding of transportation projects accessing Tribal lands through state and local transportation programs. Another area of concern addressed both the level of funding for the federal IRR Program, and inequities in the formula controlling the distribution of these funds among the Native American Tribes.

This project focuses on increasing the number of roads and bridges in the BIA IRR Program inventory, thereby increasing the level of funding for California Tribes.

² Adapted from "Transportation Guide for Native Americans", Division of Transportation Planning, Office of Regional and Interagency Planning, Native American Branch, November 2002.

³ U.S. Census Bureau, 2000 Summary File 1

⁴ 1999 Annual Report to California Legislature, Volume I, California Transportation Commission

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Foreword

The Native American Liaison Branch (NALB) was created in 1999 within the California Department of Transportation (Caltrans) to serve as a liaison between Caltrans, Tribal governments, and other third parties to promote government-to-government relationships. NALB provides information, training and facilitation services related to issues affecting Native American communities, and serves as an ombudsperson on Native American issues, and is the initial contact for Native American legal issues.¹ The NALB also serves as staff to the Departmental Director's Native American Advisory Committee (NAAC), which was established in May 1997. The NAAC advises the Department's Director regarding transportation matters of interest or concern to the Tribes and their constituents.

The NALB secured funding to assist interested Tribes and the Bureau of Indian Affairs (BIA) in their efforts to collect transportation facility data on and near reservations and rancherias for the Indian Reservation Roads (IRR) Inventory Program. This data would be incorporated into BIA's nationwide Indian roads information bank, the Roads Inventory Field Data System (RIFDS). The NALB circulated a request for proposals and awarded a contract to Winzler & Kelly Consulting Engineers (Winzler & Kelly) to conduct the statewide IRR Inventory Project (Project) and produce this report.

Transportation facility system information and data is virtually non-existent on the 108 Tribes in California. In general, these unique communities have poor roads; pedestrian facilities are lacking and often new developments in neighboring communities are built without addressing needed expanded transportation infrastructure serving the tribal community. Lack of information and data is the main reason for poor strategies and planning that lead to deficient assessments and decisions that fail to protect the public investment in the California transportation system. This project was designed to provide a comprehensive report through the collection of information and data that can be utilized in future transportation planning and programming phases. Collaboration, coordination, and partnerships are necessary to improve the safety, mobility, and reliability on existing and future state, local, and Tribal transportation systems.

Winzler & Kelly could not have completed a study of this nature and magnitude without the cooperation of a wide range of knowledgeable individuals involved in Tribal transportation programs. In addition, we wish to thank every Tribal contact listed in Chapter 2. As there are more than 77, we shall not incorporate them by reference here; however, in many, if not most, cases, each one devoted long hours gathering information, responding to tedious questions, and helped drive and inventory the roads and bridges in California's Indian Country. These individuals were truly invaluable to the success of this Project. They helped us develop this study as comprehensively as possible within its short time frame. We cannot thank them enough.

This report would not have been possible without the direction of Cynthia Gomez, Branch Chief of NALB, and her immediate staff. Processing of the IRR data would not have occurred without the expert staff at the BIA Pacific Region Roads Department and the Northern California Agency. Special acknowledgments to Kanu Patel, Region Roads Engineer and his staff member Christy Cottonwood, and Joey Silvas of the Northern California Agency.

L. Robert Ulibarri, AICP, Robert Holmlund, Jay Wright, Peter Jarausch, Steve McDonald, Gary Davison, and Patrick Sullivan, P.E. of Winzler & Kelly collected the IRR data and prepared this report.

¹ California Department of Transportation, Director's Policy #19, dated August 29, 2001.

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Table of Contents

Summary	1
Brief History of the IRR Program	3
Purpose of Report	6
Chapter One: State-Wide Study Results	10
Figure 1 – State Map of Indian Reservations and Rancherias	11
Chapter Two: Individual Tribal Results	15
Conclusions and Suggestions for Further IRR Inventory	89
Bibliography	90
Glossary	91
Appendices	
Appendix A - Engagement Letter Example	
Appendix B - Specific Road Profile	
Appendix C - ADT Report Example	

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1 Summary

California Tribes have fewer miles of roads and bridges in the IRR system in comparison to other regions in the U.S. In 2007 Tribes in California had 1,493.7 miles on the BIA IRR system compared to 82,000 miles of roads nationally.⁵ The roads on the California IRR system in 2007 represented only 1.82 percent of the total number of roads on the national BIA IRR system. Tribes in California had 183 bridges on the BIA Bridge Inventory system, representing slightly over 4.06 percent of the national bridge inventory. The number of roads and bridges are a factor in determining the amount of funds Tribes receive from the BIA. The relatively small number of roads and bridges on the BIA system in 2007 therefore reflects the low amount of funding to Tribes in California, which is disproportionate to Tribes in other regions.

Through this unique effort of creating a partnership between the State Department of Transportation; the Bureau of Indian Affairs, Branch of Roads; and the 77 Tribes that participated, a substantial increase in the number of roads and bridges are expected to be placed in the IRR inventory.

During the fifteen-month period of this project, the partners in this project faced geographic challenges, adverse weather, inconsistent local agency coordination, and a limited schedule. Despite the challenges the following accomplishments were realized:

A total of 4,577.3 miles of new roads and bridge inventory data was collected for Tribes that can be proposed for inclusion in the IRR inventory;

- 1,258 miles of new road data was collected for Tribes that can be proposed for the IRR inventory;
- 633 new bridges were inventoried for Tribes that can be proposed for the IRR inventory;
- For the first time in California, a Tribally-owned pier has been officially placed on the IRR inventory;
- A total of 2,042 miles of qualified state highways can be proposed for the IRR inventory by Tribes;
- 1,770 miles of qualified county roads can be proposed for the IRR inventory by Tribes.

Other significant highlights of this effort are described in this report.

Although substantial, the number and percent of roads/bridges/pier are still relatively low in comparison to the national amount. Tribes in other regions are also adding transportation facilities, e.g., roads, bridges, piers, airports, etc., to the BIA inventory. This will result in the percentage of California Tribal inventory to be reduced, resulting in less funds for California Tribes.

The project workplan required meetings with the Tribes to determine which roads and bridges to collect data on for inclusion on the IRR system. After these meetings, some Tribes requested data collection for many additional roads and bridges for inclusion into the IRR system, but due

⁵ Testimony of , Jerry Gidner, Deputy Director, Office of Indian Services and John R. Baxter, Associate Administrator for Federal Lands, Federal Highway Administration before The Committee on Indian Affairs, United States Senate Oversight Hearing on Transportation Issues in Indian Country, July 12, 2007

**California Indian Reservation Roads (IRR)
Technical Report
February 29, 2008**



to the short time frame to complete the project and the extensive review process, many requests were unable to be accommodated.

Additional roads and bridges still need to be inventoried for inclusion in the IRR program in the future (20-year planning horizon). This is due in part to the acquisition of new land by Tribes, the construction of new housing and economic development facilities, and the U.S. Census Bureau estimated population growth of 34.58 percent for Indians in California⁶.

⁶ Projected State Populations, by Sex, Race, and Hispanic Origin: 1995-2025, U.S. Bureau of Census



2. Brief History of the IRR Program⁷

The IRR program, established by Congress in 1928 by the passage of P.L. 520, 45 Stat. 750 (May 26, 1928), marked the beginning of the federal government's role with road projects on Tribal lands. P.L. 520 is now codified 25 U.S.C. 318 (a). It authorized funds for surveys, improvements, construction, and maintenance of roads in the IRR system that were not eligible for funding from federal-aid highway funding provided to states. The Federal-Aid Highway Act of 1944 (P.L. 521) required the Public Roads Administration to approve the location, type, and design of all IRR roads and bridges.

Before 1979, the BIA and the Federal Highway Administration (FHWA) shared responsibility for planning, designing, building, and improving Indian reservation roads without much input or coordination with the Tribes. In 1979, the BIA and FHWA entered into a joint agreement that explicitly recognized the role of individual Tribes in defining overall transportation needs. This agreement stated that the Indian road system was to consist of: "[t]hose Indian reservation roads and bridges that are important to overall public transportation needs of the reservations as recommended by the Tribal governing body."

Until 1982, Congress appropriated funding for IRR in the Department of Interior appropriation acts, administered by the BIA. Because the funding varied from year to year with no multi-year funding assurances, it was difficult to develop the type of long-range transportation planning upon which the states relied through the highway reauthorization bills. With the passage of the Surface Transportation Assistance Act in 1982 (P.L. 97-424) the IRR was incorporated into the Federal Lands Highway Program, 23 U.S.C. 204, under FHWA, which also has jurisdiction over roads on national parks and other federal lands. Under this system, IRR funds came from the highway trust fund instead of Department of Interior appropriations. However, this shift resulted in little change to the structure of transportation decision making. The BIA implemented the IRR program through a 1983 memorandum of understanding with FHWA that required the BIA to work with each Tribe to develop an annual priority program of construction projects and submit the program to FHWA for review, concurrence, and allocation of funds.

The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) [P.L. 102-240, 105 Stat. 1914 (December 18, 1991)] brought significant changes to the structure of Tribal transportation planning, first by defining "public authority" to include "Indian Tribe," and second by adding new statewide planning requirements that mandated the development of statewide plans, which "shall, at a minimum, consider . . . [t]he concerns of Indian Tribal governments having jurisdiction over lands within the boundaries of the State" [P.L. 102-240 (December 18, 1991), Sec. 1025(a), amending 23 U.S.C. 135, Codified at 23 U.S.C. 135(d)(2)]. ISTEA saw a large jump in IRR funding, from \$80 million per year for fiscal years 1987–1991 to \$159 million for fiscal year 1992 and \$191 million per year for fiscal years 1993–1997. ISTEA also assigned oversight of the IRR program to FHWA and required the consideration of Tribal concerns in transportation planning. Furthermore, ISTEA authorized Indian preference in construction projects on reservations and allowed states to give Indian employment preference in construction projects near reservations (23 U.S.C. § 140).

Each fiscal year, FHWA determines the amount of funds available for IRR construction projects and allocates that amount to the BIA. Following passage of the Transportation Equity Act for the

⁷ Adapted from "A History of Transportation on the Yurok Indian Reservation, Humboldt and Del Norte Counties, California", L. Robert Ulibarri, 2005



21st Century (TEA-21)[P.L. 105-178, 112 Stat. 107 (June 9, 1998)], a new funding formula was established that reflects the relative needs of the Indian Tribes, and reservations or Tribal communities, for transportation assistance; the relative administrative capacities of, and challenges faced by, various Indian Tribes, including the cost of road construction and geographic isolation; and the difficulty in maintaining all-weather access to employment, commerce, health, safety, and educational resources. The new distribution formula, known as the Tribal Transportation Allocation Methodology, is essentially a Tribal shares program with each federally recognized Tribe receiving a portion of the future allocated IRR funds.

TEA-21 brought more changes to the IRR program. According to Rolland and Winchell⁸, these changes included:

- (1) Tribal government consultation in state, regional, and metropolitan planning;
- (2) development of Federal Lands Highway Program management systems for Tribal pavement, congestion, bridge, and safety management programs on par with those required for state programs;
- (3) development of a new allocation formula using the federal Negotiated Rulemaking process;
- (4) addition of language to clarify the contract for the IRR program under the Indian Self-Determination and Education Assistance Act; and
- (5) a new National Bridge Program separate from the Highway Bridge Replacement and Rehabilitation program for the states (Rolland and Winchell 2002).

According to Rolland and Winchell, the involvement of Tribes in the ISTEA and TEA-21 process led to the inclusion of Tribes in state transportation planning, design, construction, and delivery. With the increased funding available to Tribes through ISTEA and TEA-21 came increased participation and acceptance of transportation planning and programs; "Tribes have become aware of transportation policies and programs as a means to improve economic and social well-being in Tribal communities" (Rolland and Winchell 2002, p. 144).

Public Law 109-59, "Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users," also referred to as SAFETEA-LU, has changed how Tribal governments can develop their transportation programs. It increased funding to the BIA IRR program, but due to various factors it initially reduced funding for the 108 California Tribes. SAFETEA-LU also included additional eligible activities to promote comprehensive inter-modal transportation system planning and programming efforts. However, even with the changes, and the nominal amount of funds available to the Tribes in California, it does not relieve the State from its obligations to include Tribal transportation needs in the planning and programming processes. The IRR program allocates funding from the BIA for transportation planning through IRR transportation planning funds and IRR program funds. IRR program funds are allocated to BIA area offices for construction and improvement of transportation facilities, including bridges, roads, and public transportation systems. These funds are to be used on facilities within or leading to Indian lands.

IRR transportation planning funds are available to Tribes for transportation planning on Indian lands: "up to two percent of funds made available for IRR for each fiscal year shall be allocated to those Indian Tribal Governments applying for transportation planning pursuant to the

⁸ *State and Tribal Relations in Transportation: A Washington Case Study, The Tribes and the States*, Rolland, R.A. and D.G. Winchell, B.A. Bays and E.H. Foubert, Eds., Rowman & Littlefield Publishers, Inc., New York, N.Y., 2002, pp. 139-158.



provisions of the Indian Self-Determination and Education Assistance Act" [Title 23, U.S.C. § 204(j)].

IRR transportation planning funds are allocated to BIA area offices by the BIA based on relative need, with the approval of the Tribe's IRR Transportation Improvement Plan. Funds are distributed through self-governance compacts (P.L. 93-638 contracts), Indian self-determination contracts, and travel authorizations for direct service Tribes. Each of these mechanisms for allocations has a different procedure for obtaining IRR funds.

Listed here are examples of the major transportation planning activities under the IRR program:

- IRR road inventory
- IRR bridge inventory
- Measurement of traffic
- Analysis of transportation need based on current and proposed land use
- Trip generation studies
- Calculation of capacity
- Development and use of management systems
- Financial planning
- Investment analysis
- Development or updating of Tribal long-range transportation plans
- Transportation facility operational and maintenance planning
- Priority analysis
- Development or updating of transportation improvement plan
- Special transportation studies (such as bicycle paths, corridor studies, etc.)
- Coordination with states, MPOs, or regional planning organizations
- Public involvement
- Mapping
- Transit planning
- BIA functional classification of roads

To ensure that Tribal needs are adequately documented, data is necessary to establish strategic performance goals. This is accomplished by collecting, analyzing, reviewing and reporting performance data; measuring the performance; and using that data to drive performance improvement. This project was designed specifically for the collection of the necessary Tribal data to ensure better planning and programming efforts and to comply with the federal requirements for road inventory on and near Tribal lands.

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3. Purpose of Report

Native American Tribal transportation programs historically have not been the subject of major research; hence, the literature on the topic is relatively scarce. For California, it is almost non-existent. Most of the literature consists of case studies of individual Tribal situations, reviews of the legal framework and its evolution, or proceedings of conferences exploring one or more dimensions of the subject. In the last decade, the creation of the Tribal Technical Assistance Program (TTAP) by the U.S. Congress has spawned an increase of some of this literature by devoting resources to Tribal technical assistance and training in the transportation arena. The National Transportation Research Board (TRB) Native American Transportation Issues Committee has also contributed to new research efforts.

Comparative studies across numerous Tribal jurisdictions and their transportation programs are very few indeed. Moreover, changes in both law and practice have arisen as Tribes have sought greater levels of self-determination; a trend often accompanied by an increase in fiscal resources as a result of economic development. U.S. Public Law (P.L.) 93-638, the Indian Self-Determination and Education Assistance Act, passed in 1975, afforded Tribes new options for taking control of their own transportation futures through self-determination contracts and compacts with the Bureau of Indian Affairs (BIA), and many have accepted the challenge. However, it took the funding increases of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1992 and of the Transportation Equity Act for the 21st Century (TEA-21) six years later, coupled with the provision of technical assistance, to make such options meaningful for many Tribes. These changes have created new opportunities for Tribal self-determination in federal and state transportation programs. It is important that research both monitors and interprets those changes so that the Tribes can benefit.

A study of any significant number of Tribal programs soon reveals what many familiar with Indian Country already know: Every case is different. Tribes operate in a variety of circumstances, ranging from small populations on small land areas to highly concentrated populations on large land bases, with or without reservations, near large metropolitan areas, and in some of the most remote rural areas of the United States. California Indian Tribes are rural and urban; prosperous and poor; large, medium, and small; and scattered across the majority of the 58 Counties of California. With all those variations in circumstances come inevitable variations in Tribal transportation needs, issues, programs, and resources. Transportation needs are influenced by both demographics and geography. The former influences the need for services; the latter influences both the nature of the services needed and the types of neighboring or overlapping jurisdictions with whom Tribal leaders and planners must interact to provide them. According to a National Congress of American Indians (NCAI) "White Paper" drafted in November 2007:

"To build strong Tribal nations, Indian Tribes must build a transportation infrastructure that permits safe travel and promotes economic expansion. Connecting people within Tribal communities and Tribal communities to the surrounding area means greater economic development and improved delivery of Tribal government services. Yet many Indian reservation roads and bridges are known more for their impassible condition than for their use as a safe means of transportation. The poor condition of many Tribal roads and bridges jeopardizes the health, safety, security and economic well-being of our Tribal members. Tribal road and bridges are often in such disrepair that children are prevented from attending school, sick and injured people are prevented from reaching



hospitals and emergency responders are delayed in providing timely assistance to people in need."

Ultimately, the purpose of the report is to provide information that will prove useful to Tribal governments, and state, local, and federal agencies in determining the condition of Tribal transportation programs, and the steps needed to assist Tribes in developing the capacity to effectively perform transportation-related functions. Furthermore, with the impressive evolution of the transportation community within the United States since the early 1900s, this synthesis serves as an important milestone signifying the inclusion of Tribal governments as an essential component of that national dialogue and assessing future Tribal capacity and resource needs of California Tribes.

3a Report Organization

This report is organized so that the state-wide inventory is presented and is followed by individual Tribal Government statistics. The data presented herein is derived from the requirements set forth pursuant to BIA regulations (see 25 CFR Part 170).

This report is organized into two chapters. Chapter one is the analysis of the data for the entire state. Chapter two includes specific data for participating Tribal Governments followed by appendices that include the individual Tribal transportation profiles that afford the reader supporting information about how the study was conducted and what resources were consulted. The goal is to provide readers with the most straightforward presentation possible of the underlying structure of Tribal transportation facilities that meet the eligibility requirements of the IRR Program.

3b Study Approach

The IRR Inventory is a comprehensive database of all transportation facilities eligible for IRR Program funding. Other specific information collected and maintained under the IRR Program includes classification, route number, bridge number, current and future traffic volumes, maintenance responsibility, congressional district, and ownership.

Currently, the BIA/DOT utilizes a management system known as the Integrated Transportation Information and Management System (ITIMS). The ITIMS is a modular database system. Within this system is the Road Inventory Field Data Module (RIFDS). RIFDS stores all required data and documents related to the IRR road inventory. This data is utilized in the calculation of the Tribal Transportation Allocation Methodology (TTAM) as described in 25 C.F.R. 170.

The collection process of IRR data for use in ITIMS and RIFDS is described in the BIADOT Coding Guide. The Coding Guide is used to assign numeric values into a form acceptable by RIFDS. This is known as the 5704 Form. A new 5704 Form is completed when a section break occurs on a road. Thus, one road may include several 5704 Forms. A section break occurs when it is necessary to accurately report the data. In particular, a section break is required whenever any of the following occur:

- The route crosses a state boundary.
- The route crosses a county boundary.
- The route crosses a reservation boundary.
- The route crosses a congressional district boundary
- A bridge begins.

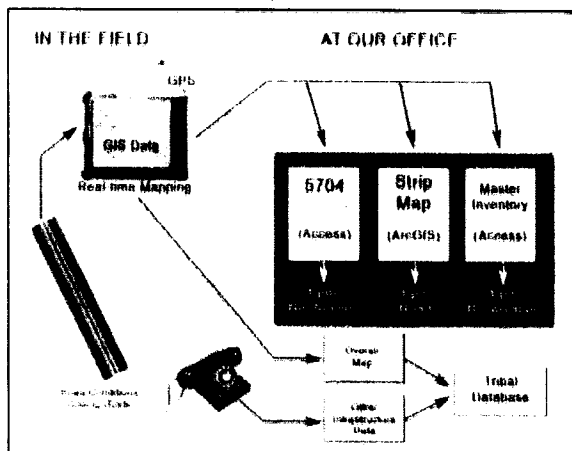


- A bridge ends.
- The surface type changes.
- The standard to which the road was constructed changes.
- There is a significant change to the condition of the road.
- The Functional Classification Changes

The main span of a bridge together with all of approach spans is considered a single section.

In order to greatly improve efficiency, an automated system to complete the IRR inventories was utilized. Field technicians drove each road that was specified by a Tribal Government during pre-engagement interviews. In addition to pre-engagement interviews direct meetings were conducted with each Tribal Government and/or Tribal Government Representative. An example of the engagement letter is attached in Appendix A.

After meeting with the Tribal Government, a team of field staff entered IRR data into Tablet PCs while driving specified roads. These field-computers are packaged with ArcPad® software and were pre-programmed with base GIS layers as well as pre-established forms with drop-down menus specific to a Tribal area or reservation. Field personnel then entered the data into these pre-established forms. GPS receivers allowed the recording of section breaks in real-time.

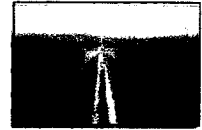


Field data was uploaded daily on to the GIS team's desktops. From there, the data was automatically converted into the three documents shown in Figure 1. The three documents created included a 5704 Form based on the Microsoft Access database platform, a Master Inventory based on the Access database platform, and Strip Maps based on ESRI's ArcGIS® platform. In addition to the data collected in the Tablet PC's, field staff also collected other data including digital photographs and other relevant information.

Automatic traffic counters were also used to measure the volume and type of vehicles using a roadway section during a specified time period. Field personnel also collected pedestrian counts or manually counted turning movement volumes at intersections when needed.

Published traffic count data was collected for those state/county/city roads that meet the BIA requirements. Where Average Daily Traffic (ADT) data was either more than three years old or non-existent, traffic counters were placed in key areas where the default ADT values would be estimated to be highest. Forty-eight hour traffic counts were conducted (excluding weekends and Mondays) utilizing the Nu-Metrics® NC-200 Traffic counters. This is a self-contained unit that monitors traffic flow conditions around the clock,





providing the data needed for accurate traffic analysis. Utilizing Vehicle Magnetic Imaging technology, the NC-200 records traffic conditions and exports them to Highway Data Management Software (HDM) for fast generation of charts, reports, histograms, and graphs (See Figure 2). The NC-200 is small and unobtrusive, does not use pneumatic hoses, and is programmable to allow for length classification and speed class. Examples of a typical ADT report are included in Appendix C.

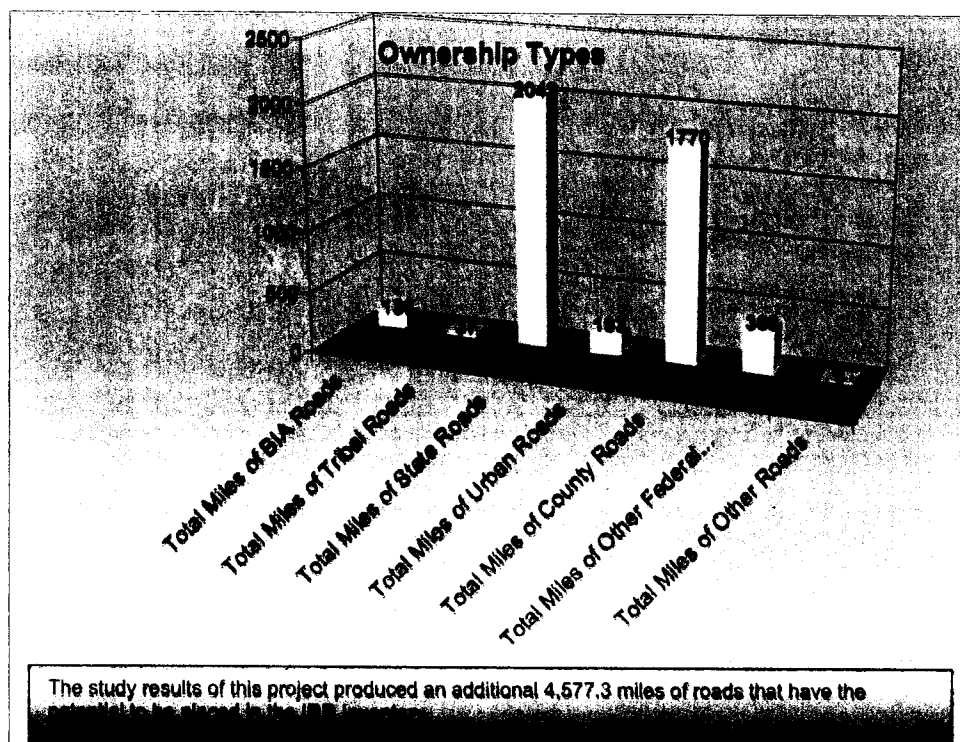
Without external ADT data, the RIFDS system will default to an ADT value of 50 for rural, city, county, BIA, local and other federal roads; a default of 25 ADT for streets serving residential areas; and a 100 ADT default value for minor arterial roads. Where it was beneficial, externally generated ADT including the back-up data was obtained and provided to the BIA.

Where encroachment permits are required for traffic counter placement, Winzler & Kelly obtained all requisite permits and employed safety policies for the installation of the traffic counters.



4. Chapter One: State-Wide Study Results

Mapping of the roads (STRIP maps), 5704 Forms, ADT back-up data, Master Inventories, and Route Narratives were produced for 4,577.3 miles of roads during the effort. As seen in the following figure, 77 of California's 108 reservations and rancherias were inventoried including those roads which are primary access routes for Tribal governments, including roads between tribal communities, to landfills, to drinking water sources, to natural resources identified for economic development, and roads that provide access to intermodal termini, such as airports, harbors, or boat landings.

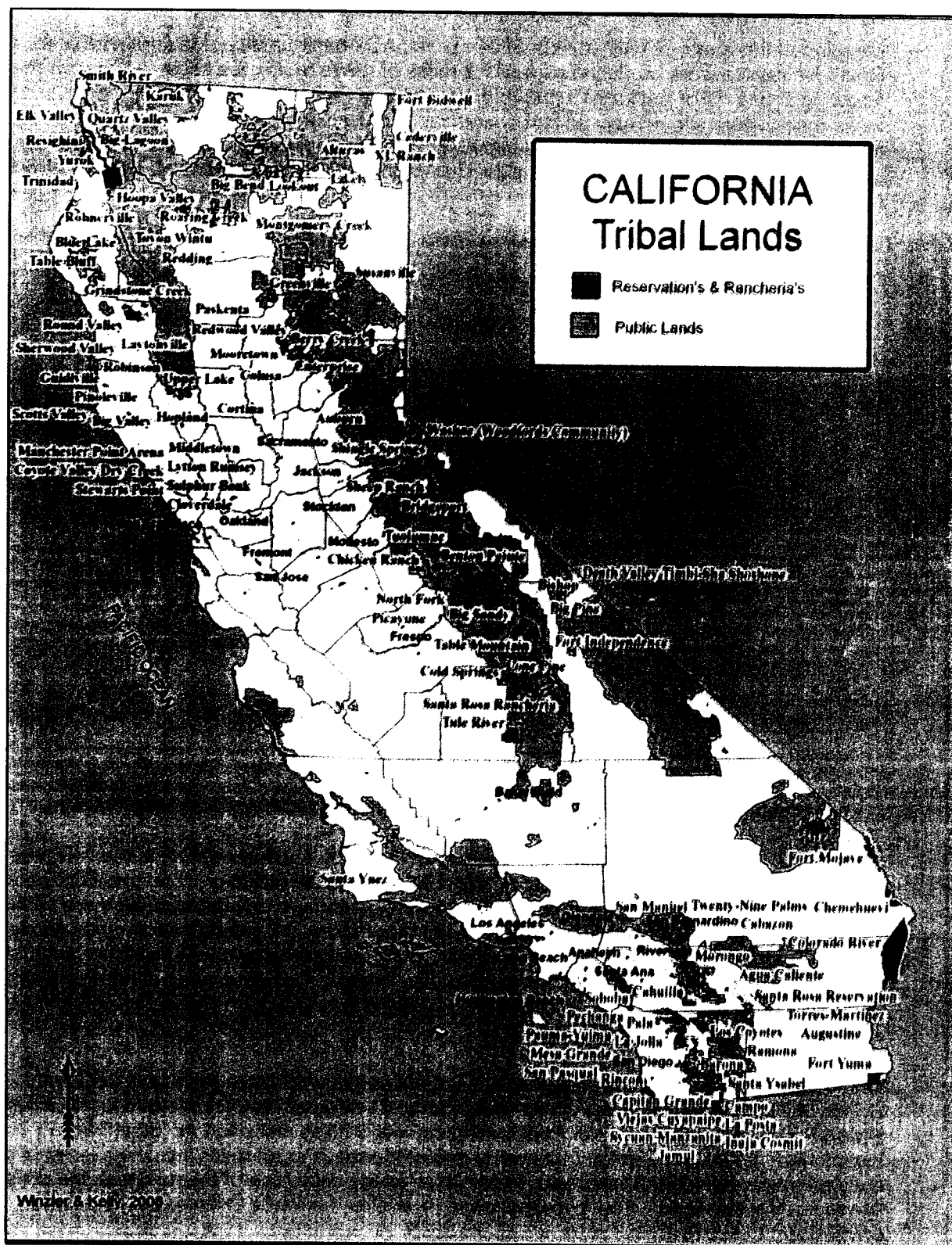


Several Tribal Governments exercised their sovereignty by not participating in the IRR process. The major concern that some Tribes had in relationship to the inclusion of reservation roads in the inventory was the correct assumption that inclusion of the roads could make them public roads available to use by the general public. For that reason, 15 Tribal Governments chose not to participate in the program. Other Tribes were conducting their own IRR inventory and did not participate in this program. Over 70 percent of the Tribes in California were served by Caltrans under this effort. One Tribe, Agua Caliente, completed their own documents utilizing inventory data collected by Winzler and Kelly.

Of the 4,577.3 miles of roads inventoried, 2,042 miles involved State Highways or County Roads (1,770 miles); 136 miles of new BIA Roads; 37 miles of new Tribal Roads; 193 miles of Urban Roads; 366 miles of other Federal Roads; and 9 miles classified as "other" were inventoried. It should be noted that twenty-one of the roads or 24 miles involving six tribal areas outlined above have dual ownership. In some cases the centerline of the road was the dividing line regarding ownership. The following graph illustrates the roads inventoried (in miles) by ownership:



Figure 1 – State Map of Indian Reservations and Rancherias



**California Indian Reservation Roads (IRR)
Technical Report
February 29, 2008**

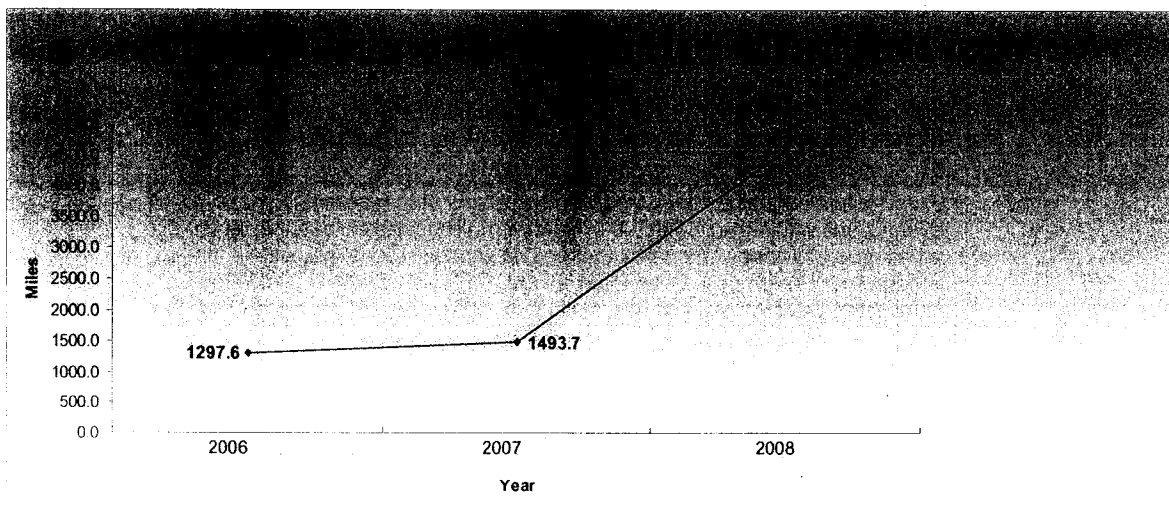


As the graph above illustrates, 3,810 miles of the inventory conducted included state or county roads. This represents 83 percent of the inventory conducted under this study.

Under the BIA Coding Guide, roads are classified by ownership:

Code	Ownership
1	BIA including other offices within the BIA
2	Tribe
3	State
4	Urban (includes all Federal-aid urban and non-federal-aid urban or municipalities).
5	County and Township.
6	Other BIA Offices
7	Other Federal Government departments and/or agencies.
8	Other (includes Petroleum & Mining, utility company, or any other agencies, groups, or enterprises not included in one of the others)

The comparison of IRR official inventory for 2006 and 2007 with the submitted data for 2008 is as follows:



* The 2008 submission is not official and is dependent on BIA acceptance

Assuming that all of the proposed 2008 submissions are officially approved under the IRR program the total miles could reach 5,089.1 miles (the sum of 2007 and 2008). This represents a potential increase of 88 percent for 2008 over 2007.

Bridge inventory also increased dramatically. In 2007 183 bridges were officially on the IRR inventory for California. With the new inventory effort, an additional 634 bridges could potentially be added constituting a 77.57 percent increase.

Average Daily Traffic (ADT) count data is an optional entry in the BIA RIFDS system. If an actual count is available with documentation then ADT was entered in the database after all required adjustments have been applied (such as percent of trucks). If a value is not entered then the default for that functional classification will be provided by RIFDS. Whenever the ADT is changed or entered, an ADT backup document must be attached to the section. Caltrans ADT values for State Highways are comprehensive and current. These values (available from the

**California Indian Reservation Roads (IRR)
Technical Report
February 29, 2008**



Traffic Data Branch) were entered into the 5704 forms. In addition, printed traffic count data, where available, were obtained from various Counties and used. Where default values were not conducive, traffic counters were deployed. In all three cases, ADT back-up data was prepared and attached to each section.

In 2007, only 15 percent of the IRR inventory included ADT that was collected. That means that 85 percent of the roads in the 2007 IRR inventory data used default ADT values. The following default values are utilized by road classification which are often lower than collected ADT values:

Class	Description	Default ADT
1	Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10,000 vehicles per day or more with more than two lanes of traffic.	NA must exist
2	Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers, generally without stub connections. May also link smaller towns and communities to major resort areas that attract travel over long distances and generally provide for relatively high overall travel speeds with minimum interference to through traffic movement. Generally provide for at least inter-county or inter-state service and are spaced at intervals consistent with population density. This class of road will have less than 10,000 vehicles per day.	100
3	Streets that are located within communities serving residential areas.	25
4	Rural major collector road is collector to rural local roads.	50
5	Rural local road that is either a section line and/or stub type roads, make connections within the grid of the IRR system. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes.	50
6	City minor arterial streets that are located within communities, and serve as access to major arterials.	50
7	City collector streets that are located within communities and serve as collectors to the city local streets.	50
8	All non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all terrain vehicles, or other uses to provide for the general access of non-vehicular traffic.	20
9	Other transportation facilities such as public parking facilities adjacent to IRR routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.	NA
10	Airstrips that are within the boundaries of the IRR system grid and are open to the public. These airstrips are included for inventory and maintenance purposes only.	NA
11	This classification indicates an overlapping or previously inventoried section or sections of a route and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only.	NA

The majority of the roads within the current IRR Inventory are either class 4, 5, or 6 roads. Therefore, the average default ADT value is 50.

Due to the effort of the Caltrans IRR Inventory Project, 55 percent of the 4,577.29 miles of roads have calculated ADT values that are above the default values of 50. For the 2008 effort, 121

**California Indian Reservation Roads (IRR)
Technical Report
February 29, 2008**

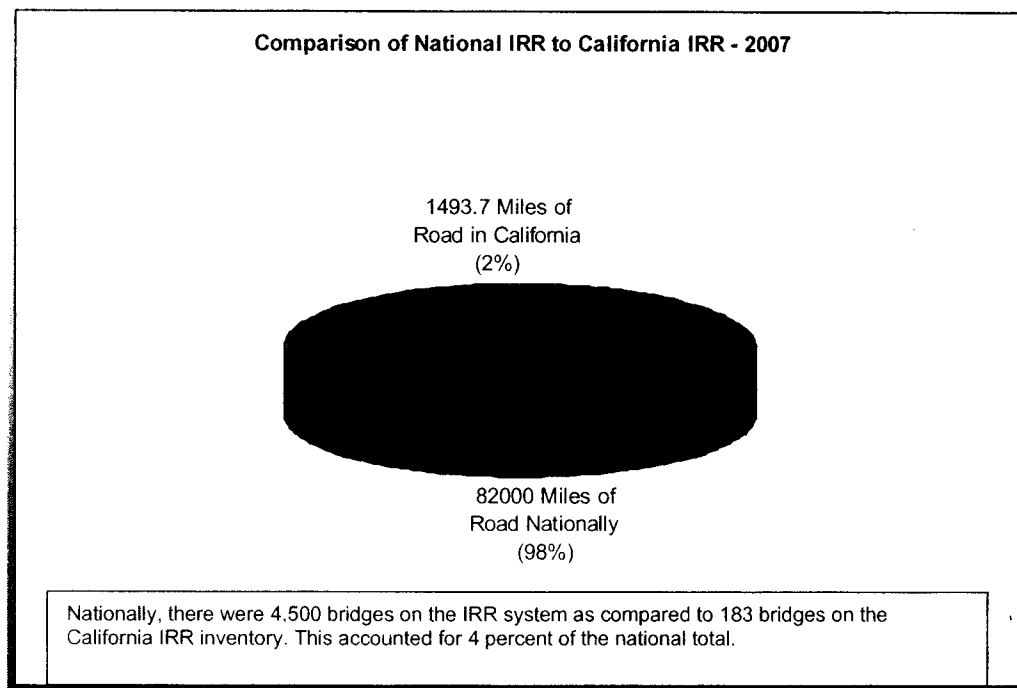


miles of roads had ADT values greater than 10,000; 58 miles of roads had ADT values of 5,000 to 9,999; 122 miles of road had ADT values of 1,500 to 4,999; 30 miles of roads had ADT values of 1,000 to 1,499; 53 miles of road had ADT values of 500 to 999; and 117 miles of roads had ADT values of 100 to 499.

ADT values are an important element of the formula used under the RIFDS system to increase funding for California Tribal roads.

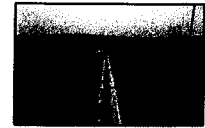
Roadway surface quality for 2008 includes 4,090 miles of paved roads and 487 miles of unpaved roads. The surface materials for unpaved roads were either native earth or gravel, or in the case of the Trinidad Pier, wood.

Comparison of the 2007 National IRR with the California IRR for the same period reveals that California reservations and rancherias accounted for 2 percent of the National system of roads on or leading to Tribal land.



Although substantial, the number and percent of roads/bridges/pier is still relatively low in comparison to the national amount. This leads to the conclusion that transportation and the IRR system lacks parity for California Tribes in comparison with other Tribes throughout the nation.

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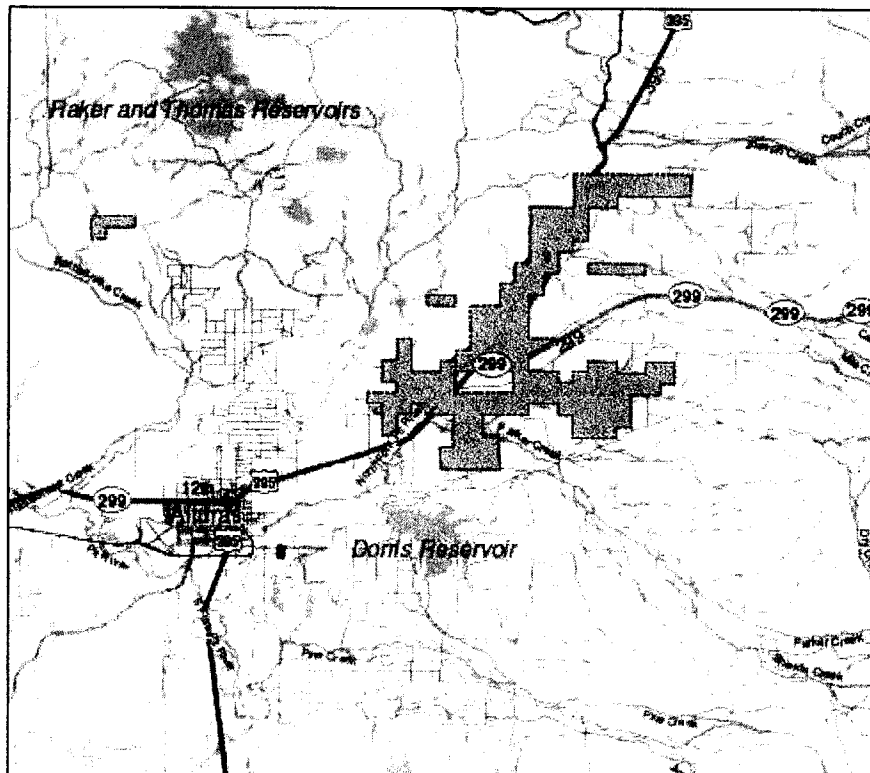


5. Chapter Two: Individual Tribal Results

The following individual Tribes were provided services under this project. The listing includes a general vicinity map showing the boundaries of the reservation, rancheria, or Trust and Fee Lands, and Tribal contact and data summary.

Alturas Reservation

The Alturas Reservation is located in Modoc County northeast of Alturas, California. It is served by State Highway 299. Formal engagement and advice was provided by Craig Marcus, Tribal Administrator.



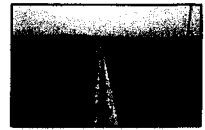
The following inventory was collected for Alturas Reservation under the program:

Total Road Miles	State Road Miles	County Road Miles	Urban Road Miles	County Road Miles	Number of Roads	Number of Sections	Number of Bridges
62.9	58.3	92.7%	4.6	7.3%	15	30	7

Ownership characteristics included the following:

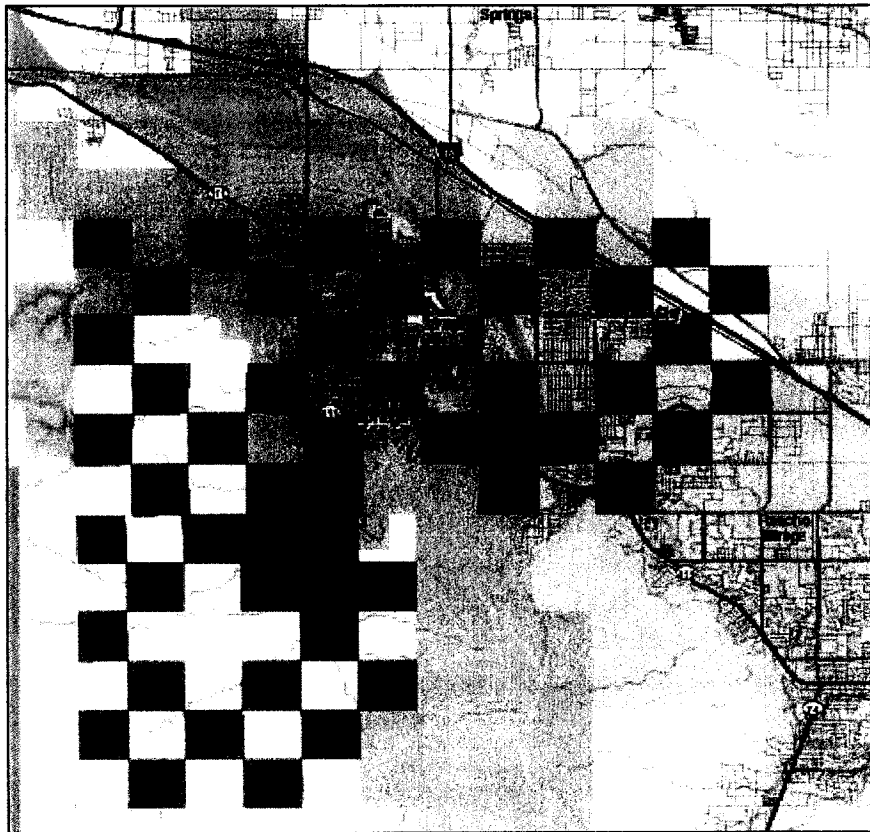
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	0	0.6	60.5	1.8	0

Specific Road characteristics are included in Appendix B.



Agua Caliente Reservation

The Agua Caliente Reservation is located in Riverside County and is partially within the city limits of Palm Springs, Cathedral City and Rancho Mirage, California. It is served by Interstate 10. Formal engagement and advice was provided by Thomas Davis, AICP Planning Director. This Tribe completed the IRR submission requirements internally utilizing the road inventory and GIS data collected by Winzler & Kelly.



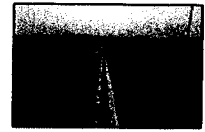
The following inventory was collected for Agua Caliente Reservation under the program:

Total Road Miles	Payroll Miles	Percent Road	Unpaved Miles	Percent Unpaved	Number Roads	Number Intersections	Number Bridges
118.6	118.6	100%	0	0%	88	328	20

Ownership characteristics included the following:

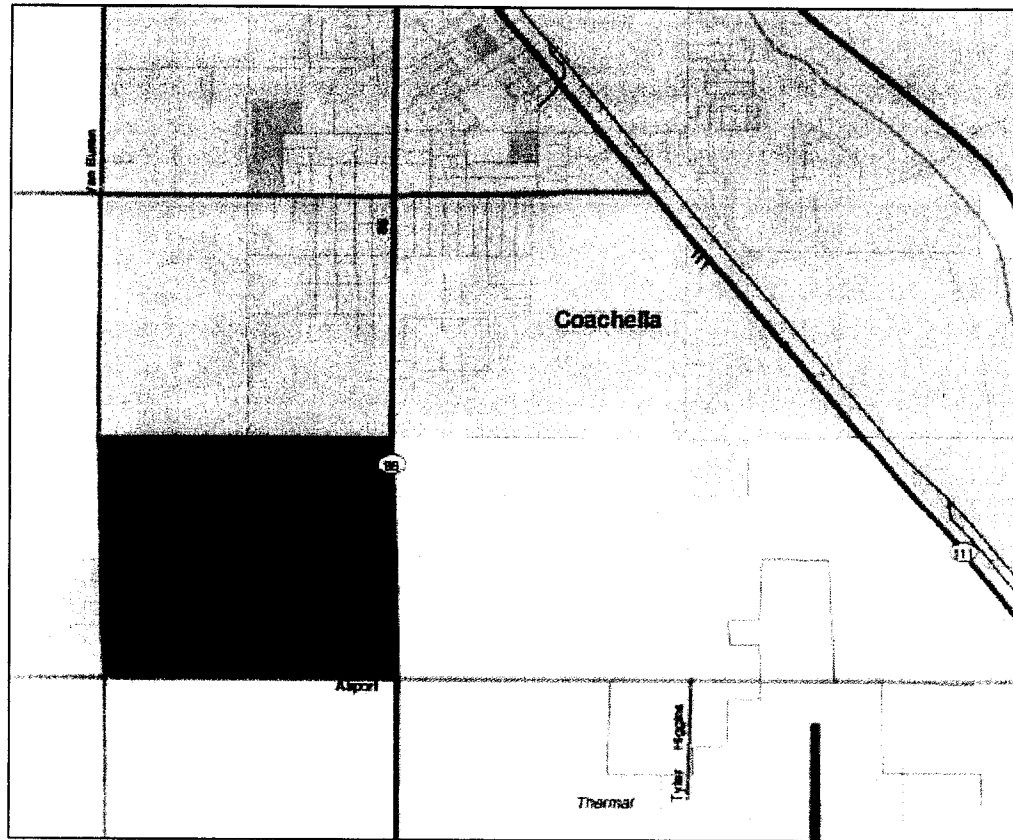
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	5.1	18.3	86.1	9.1	0	0

Specific Road characteristics are included in Appendix B.



Augustine Reservation

The Augustine Reservation is located in Riverside County near the City of Coachella, California. It is served by State Highway 86. Formal engagement and advice was provided by David Saldivar, Transportation Official.



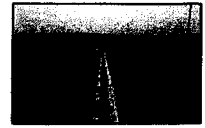
The following inventory was collected for Augustine Reservation under the program:

Total Road Miles	Payable Miles	Percent Payable	Urban Miles	Percent Urban	Number Of Roads	Number Of Sections	Number Of Bridges
15.29	15.2	100%	0	0%	6	11	0

Ownership characteristics included the following:

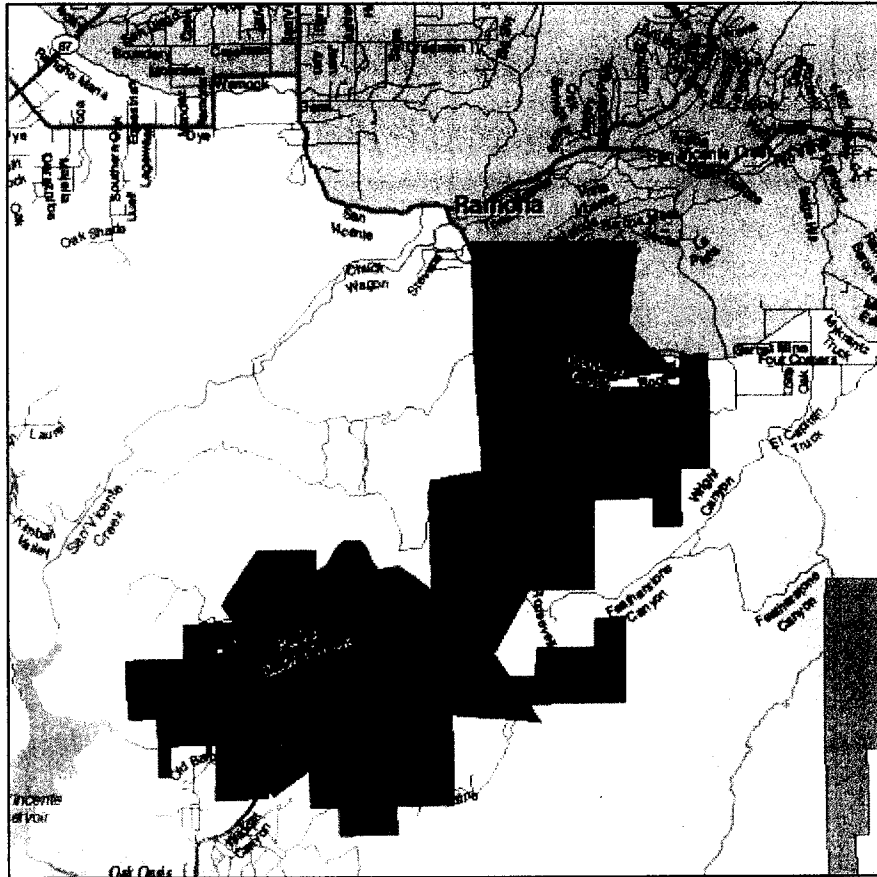
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	3	2.2	10	0	0

Specific Road characteristics are included in Appendix B.



Barona Reservation

The Barona Reservation is located in San Diego County near the town of Ramona, California. It is served by State Highway 86. Formal engagement and advice was provided by Boxie Phoenix, Infrastructure Specialist.



The following inventory was collected for Barona Reservation under the program:

Total Road Miles	Barona Road Miles	Percent Roads	Urban Road Miles	County Road Miles	Number Roads	Number Sections	Number Segments
30.5	30.5	100.0%	0	0.0%	10	24	6

Ownership characteristics included the following:

BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	9.6	0	20.9	0	0

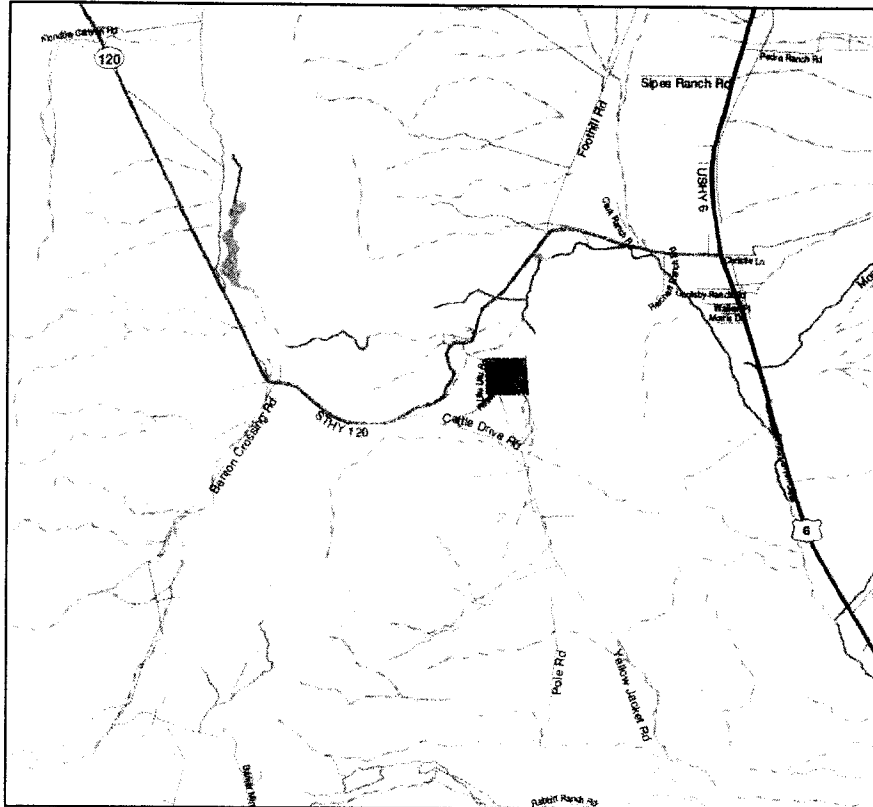
Specific Road characteristics are included in Appendix B.

California Indian Reservation Roads (IRR)
Technical Report
February 29, 2008



Benton Paiute Reservation

The Benton Paiute Reservation is located in Mono County near the California/Nevada border. It is served by State Highway 120. Formal engagement and advice was provided by Joseph C. Salque, Chairman.



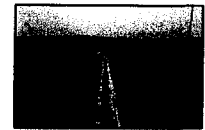
The following inventory was collected for the Benton Reservation under the program:

Total Road Miles					Number of Roads	Number of Sections	Number of Bridges
152.2	122.8	80.7%	29.4	19.3%	11	17	3

Ownership characteristics included the following:

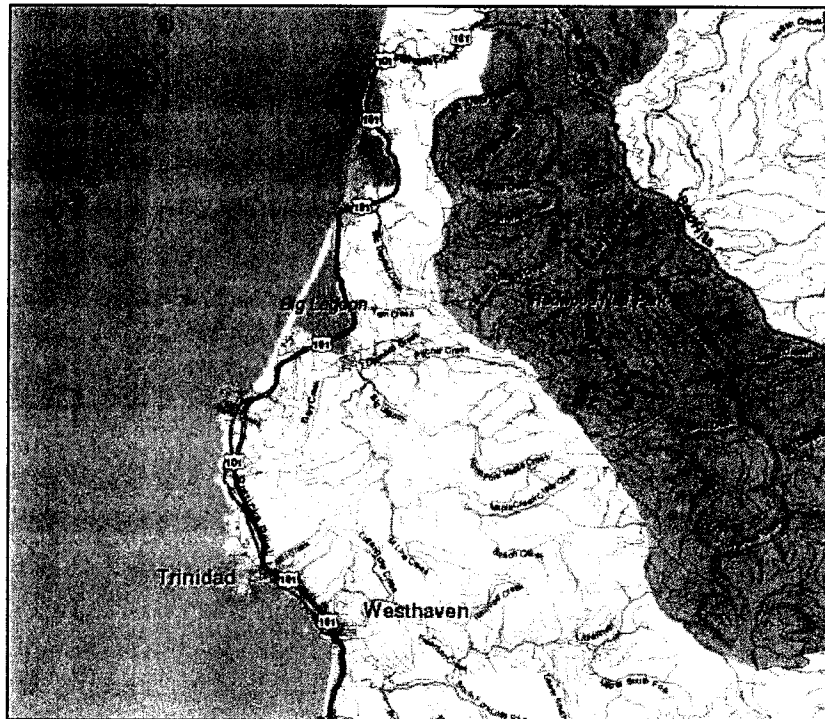
BIA Road Length	Total Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	84.2	0	68	0	0

Specific Road characteristics are included in Appendix B.



Big Lagoon Rancheria

The Big Lagoon Rancheria is located in Humboldt County north of the City of Trinidad, California. It is served by US Highway 101. Formal engagement and advice was provided by Steve Baldy, Tribal Administrator.



The following inventory was collected for the Big Lagoon Rancheria under the program:

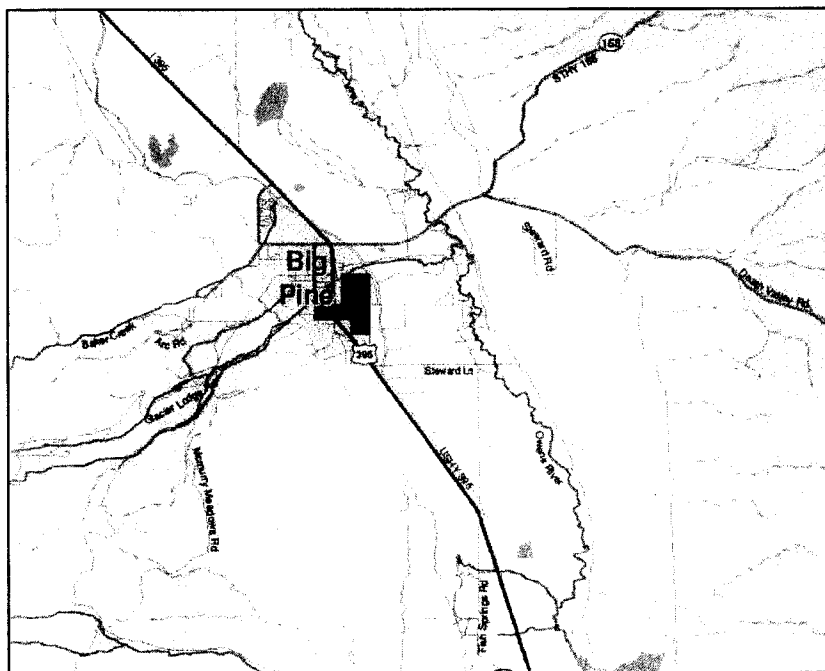
Total Road Miles	Public Road Miles	Percent Paved	Unpaved Miles	Percent Gravel	Feet of Gravel	Feet of Sand	Feet of Gravel
9.5	9.2	96.8%	0.3	3.2%	8	13	2

Ownership characteristics included the following:

BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0.4	0.3	7.1	0	1.5	0	0

Specific Road characteristics are included in Appendix B.

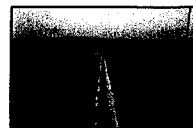
The Big Pine Reservation is located in Inyo County in Big Pine, California. It is served by US Highway 395 and State Highway 168. Formal engagement and advice was provided by Linda Brown, Tribal Administrator.



Score	Score	Score	Score	Score	Score	Score	Score
85.5	82.5	96.5%	3	3.5%	10	15	2

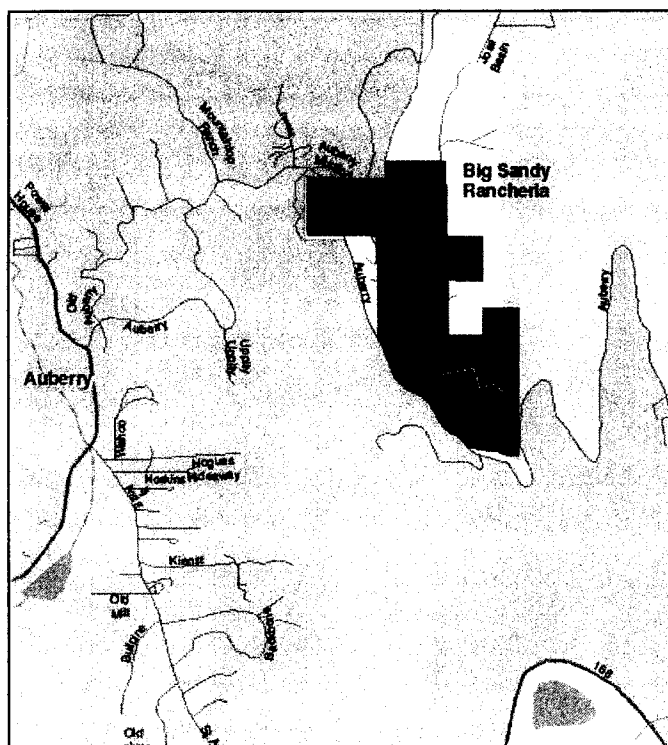
BIA Foot Length	Tibial Foot Length	Heel Foot Length	Instep Foot Length	Ball Foot Length	Forefoot Foot Length	Other Foot Length
0	0	54.3	0	20.9	10.3	0

21



Big Sandy Rancheria

The Big Sandy Rancheria is located in Fresno County near Auberry, California. It is served by State Highway 168. Formal engagement and advice was provided by Connie Lewis, Tribal Chairperson.



The following inventory was collected for the Big Sandy Rancheria under the program:

Inventory	Inventory	Inventory	Inventory	Inventory	Inventory	Inventory	Inventory
19.2	12.5	65.1%	6.7	34.9%	17	37	3

Ownership characteristics included the following:

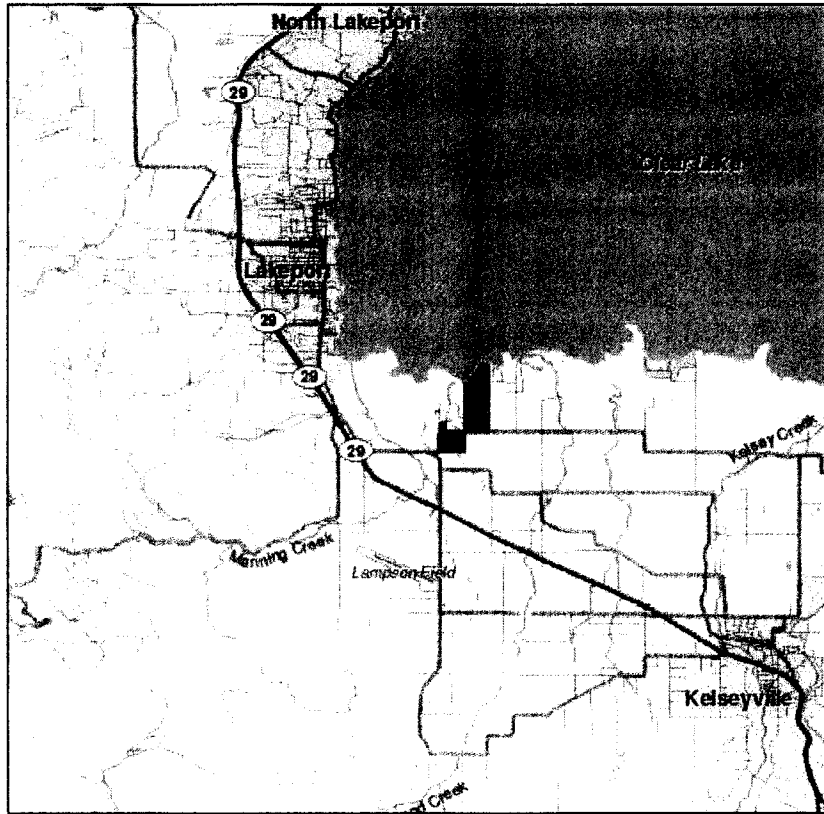
BIA Road Length	Tribal Road Length	State Road Length	Union Road Length	County Road Length	Federal Road Length	Other Road Length
8.3	0	1.6	0	9.3	0	0

Specific Road characteristics are included in Appendix B.



Big Valley Rancheria

The Big Valley Rancheria is located in Lake County near Lakeport, California. It is served by State Highway 29. Formal engagement and advice was provided by Anthony Jack, Tribal Chairperson.



The following inventory was collected for the Big Valley Rancheria under the program:

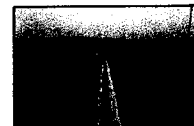
Total Road Miles	Indian Road Miles	Indian Road %	Indian Road Length	Indian Road %	Roads	Sections	Bridges
60.5	53.4	88.3%	7.1	11.7%	23	48	7

Ownership characteristics included the following:

BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0.8	0	4.2	1.6	54.3	0	0

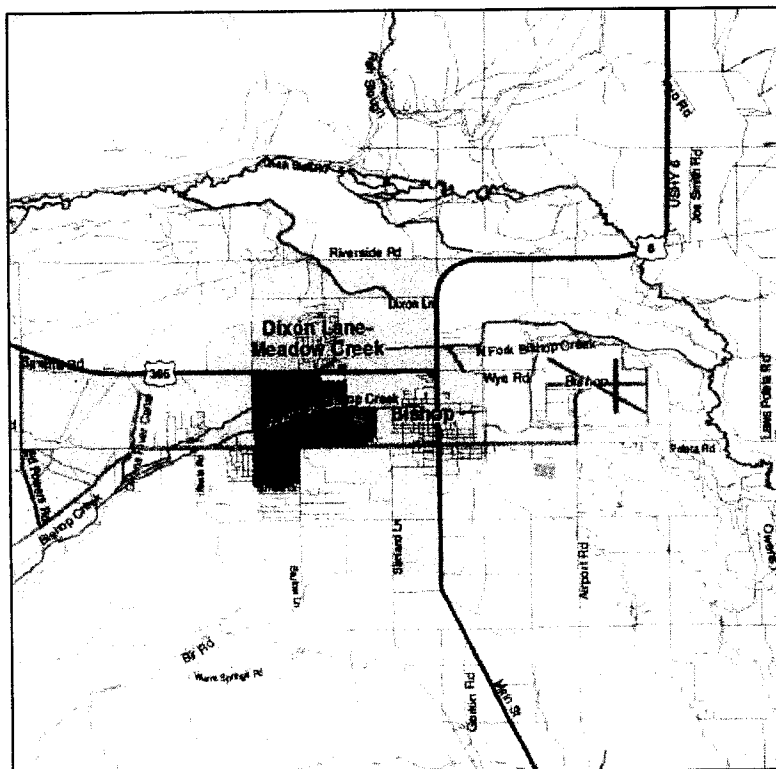
Specific Road characteristics are included in Appendix B.

California Indian Reservation Roads (IRR)
Technical Report
February 29, 2008



Bishop Reservation

The Bishop Reservation is located in Inyo County in Bishop, California. It is served by US Highway 395. Formal engagement and advice was provided by Bruce Klein, Tribal Administrator.



The following inventory was collected for the Bishop Reservation under the program:

Total Miles	Indian Miles	Indian %	Indian Miles	Indian %	Number of Miles	Number of Miles	Number of Miles
117.7	106.1	90.1%	11.6	9.9%	48	70	10

Ownership characteristics included the following:

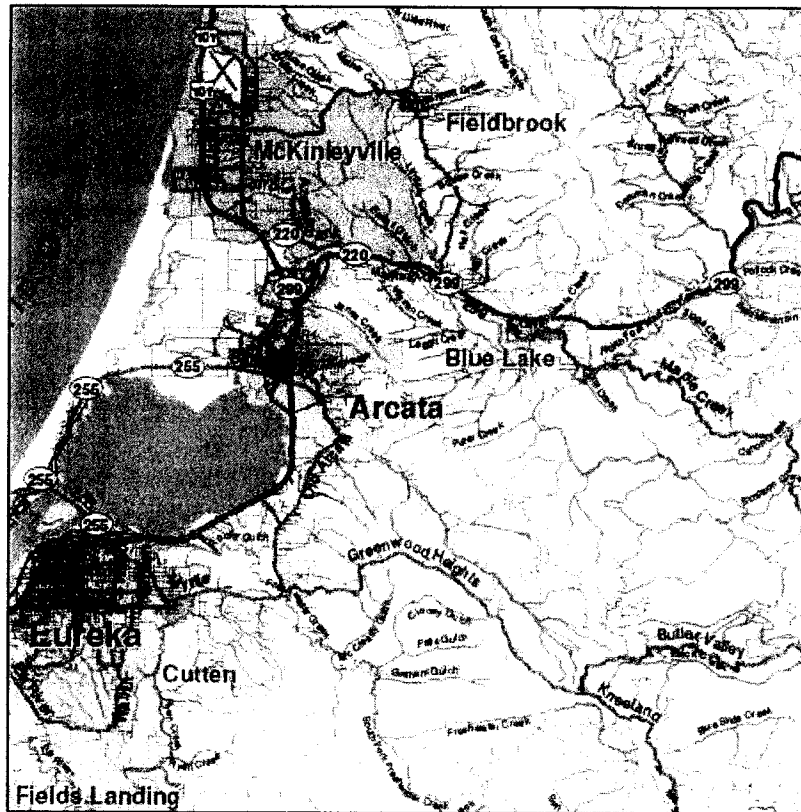
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
6.5	0	82.9	4.9	20.2	3.2	0

Specific Road characteristics are included in Appendix B.



Blue Lake Rancheria

The Blue Lake Rancheria is located in Humboldt County near the City of Blue Lake, California. It is served by State Highway 299. Formal engagement and advice was provided by Liz Jackson, Roads and Transportation Coordinator.



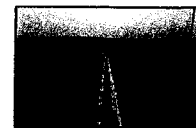
The following inventory was collected for the Blue Lake Rancheria under the program:

Total Miles	Indian Road Miles	Percentage	Indian Road Miles	Percentage	Number of Roads	Number of Bridges	Number of Bridges
30.7	25.6	83.4%	5.1	16.6%	14	41	11

Ownership characteristics included the following:

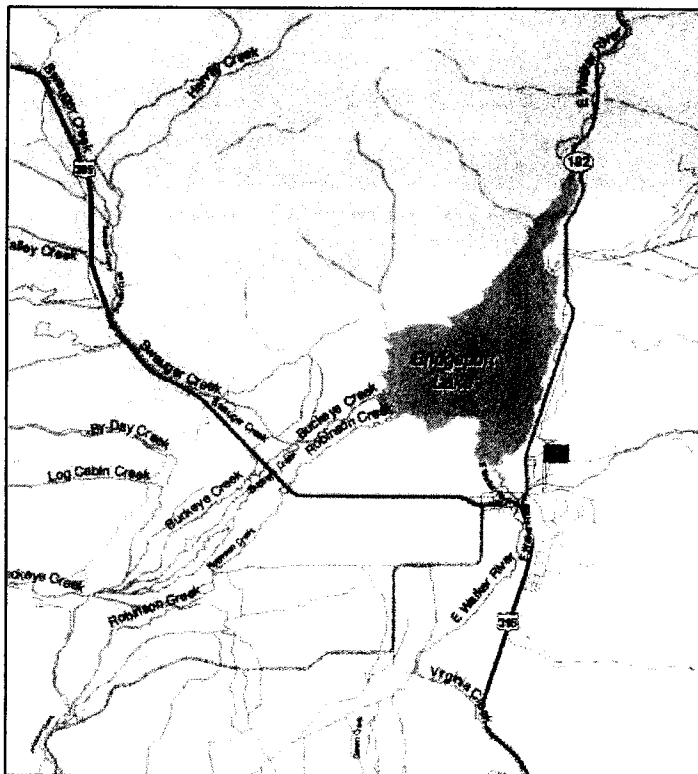
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0.2	22.3	1.7	6.3	0	0.2

Specific Road characteristics are included in Appendix B.



Bridgeport Indian Colony

The Bridgeport Indian Colony is in Mono County by Bridgeport Lake near the California/Nevada border. It is served by State Highway 182 and US Highway 395. Formal engagement and advice was provided by David Harrison, Transportation Planner.



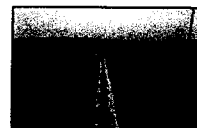
The following inventory was collected for the Bridgeport Indian Colony under the program:

Total Road Miles	Public Road Miles	Percentage Public Road	State Road Miles	County Road Miles	Number of Roads	Number of Mileage Segments
142.2	120.6	84.8%	21.6	15.2%	16	52
						13

Ownership characteristics included the following:

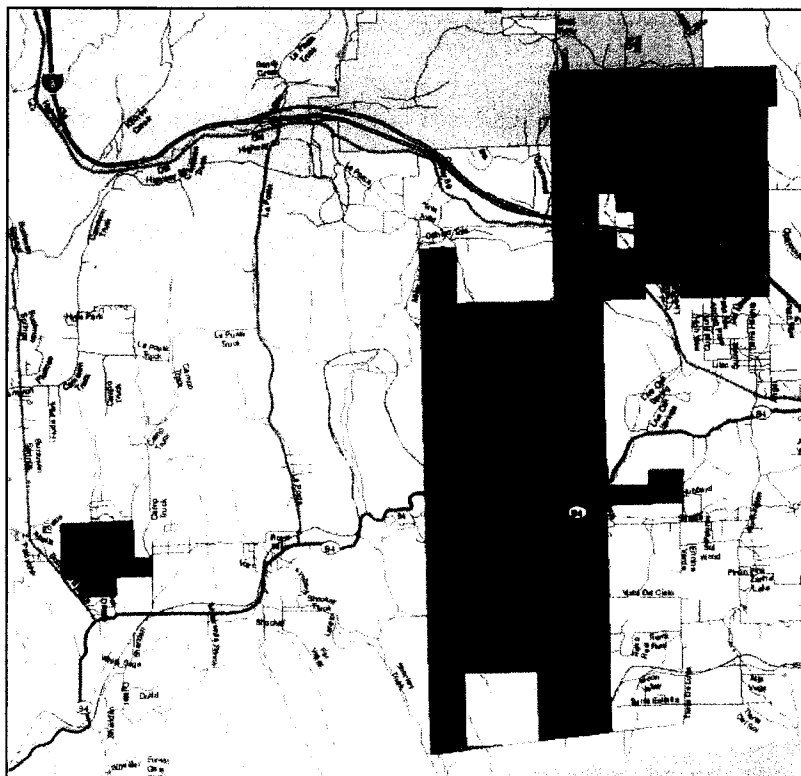
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	92.5	0	29.3	20.4	0

Specific Road characteristics are included in Appendix B.



Campo Reservation

The Campo Reservation is located in San Diego County near the California/Mexico border. It is served by Interstate 8. Formal engagement and advice was provided by Ralph Goff, Chairman.



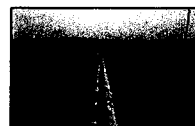
The following inventory was collected for the Campo Reservation under the program:

Length	Length	Percentage	Count	Count	Count	Count	Count
67.6	67.6	100.0%	0	0.0%	7	26	8

Ownership characteristics included the following:

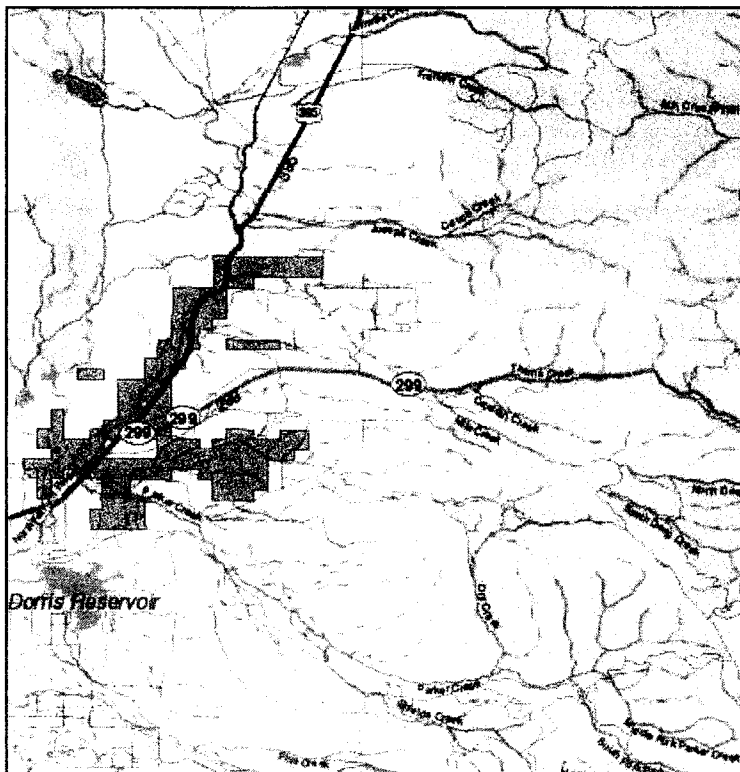
BIA Road Length	Total Road Length	State Road Length	Local Road Length	County Road Length	Federal Road Length	Other Road Length
0	35.9	0	31.7	0	0	0

Specific Road characteristics are included in Appendix B.



Cedarville Rancheria

The Cedarville Rancheria is located in Modoc County near Alturas, California. It is served by State Route 299. Formal engagement and advice was provided by Duanna Knighton, Tribal Administrator.



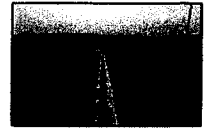
The following inventory was collected for the Cedarville Rancheria under the program:

Highways	Other Roads	Sections	Intersections	Chambers	Other	Other	Other
51.7	51.1	98.8%	0.6	1.2%	20	22	0

Ownership characteristics included the following:

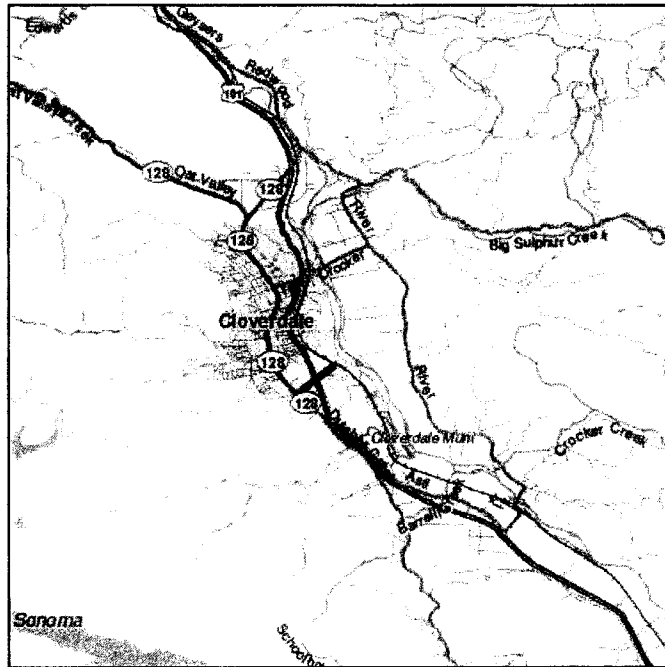
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0.5	0	15.4	1.4	34.4	0	0

Specific Road characteristics are included in Appendix B.



Cloverdale Rancheria

The Cloverdale Rancheria is located in Sonoma County near Cloverdale, California. It is served by US Highway 101. Formal engagement and advice was provided by Lawrence Stra, Tribal Administrator.



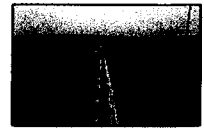
The following inventory was collected for the Cloverdale Rancheria under the program:

Total Miles							Number Segments
33.3	33.3	100.0%	0	0.0%	15	41	8

Ownership characteristics included the following:

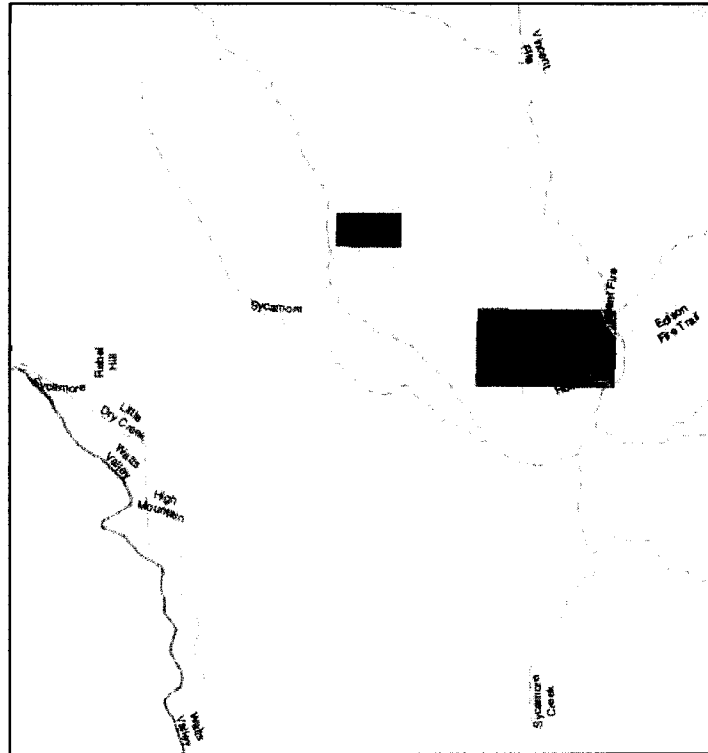
BIA Road Length	State Road Length	Local Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0.5	0	15.4	1.4	34.4	0	0

Specific Road characteristics are included in Appendix B.



Cold Springs Rancheria

The Cold Springs Rancheria is located in Fresno County near Tollhouse, California, and is served by State Route 41. Formal engagement and advice was provided by Carol Bill, Transportation Official



The following inventory was collected for the Cold Springs Rancheria under the program:

Miles	Feet	Percentage	Feet	Percentage	Feet	Percentage	Feet
51.5	50.1	97.3%	1.4	2.7%	19	44	10

Ownership characteristics included the following:

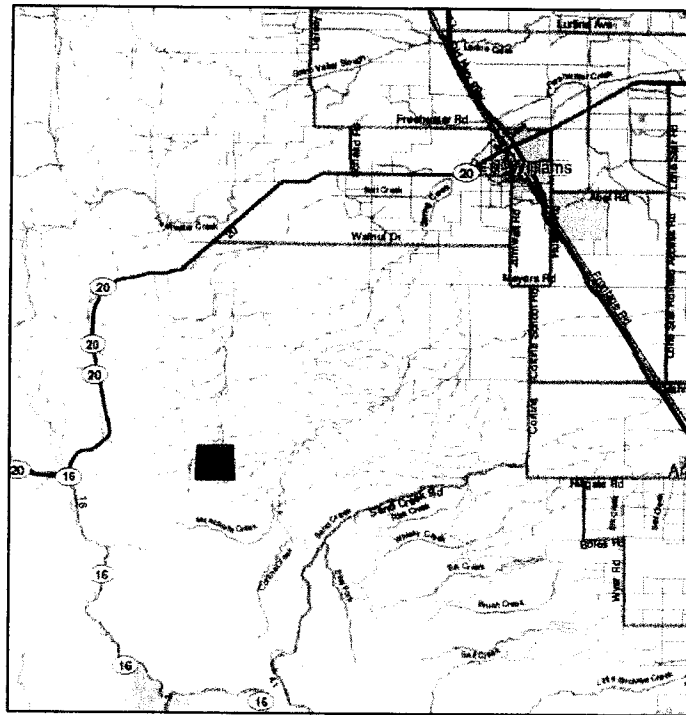
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
2.4	0.0	8.8	0	40.3	0	0

Specific Road characteristics are included in Appendix B.



Cortina Rancheria

The Cortina Rancheria is located in Colusa County near Williams, California, and is served by Interstate 5. Formal engagement and advice was provided by Thelma Brafford, Tribal Administrator.



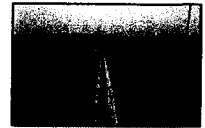
The following inventory was collected for the Cortina Rancheria under the program:

Inventory Data							
42.9	38.6	90.0%	4.3	10.0%	13	23	4

Ownership characteristics included the following:

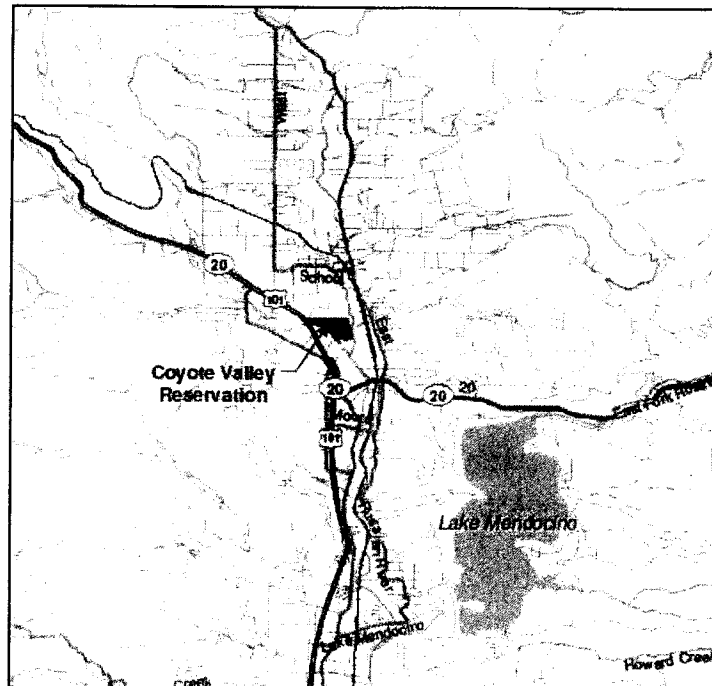
BIA Road Length	Tribal Road Length	State Road Length	Local Road Length	County Road Length	Federal Road Length	Other Road Length
1.1	0	22	3.1	16.7	0	0

Specific Road characteristics are included in Appendix B.



Coyote Valley Reservation

The Coyote Valley Reservation is located in Mendocino County near Ukiah, California, and is served by US Highway 101. Formal engagement and advice was provided by Dee Ann McCarney, Tribal Administrator.



The following inventory was collected for the Coyote Valley Reservation under the program:

Coyote Valley Reservation							
Roads				Bridges			
45	45	100.0%	0	0.0%	13	44	14

Ownership characteristics included the following:

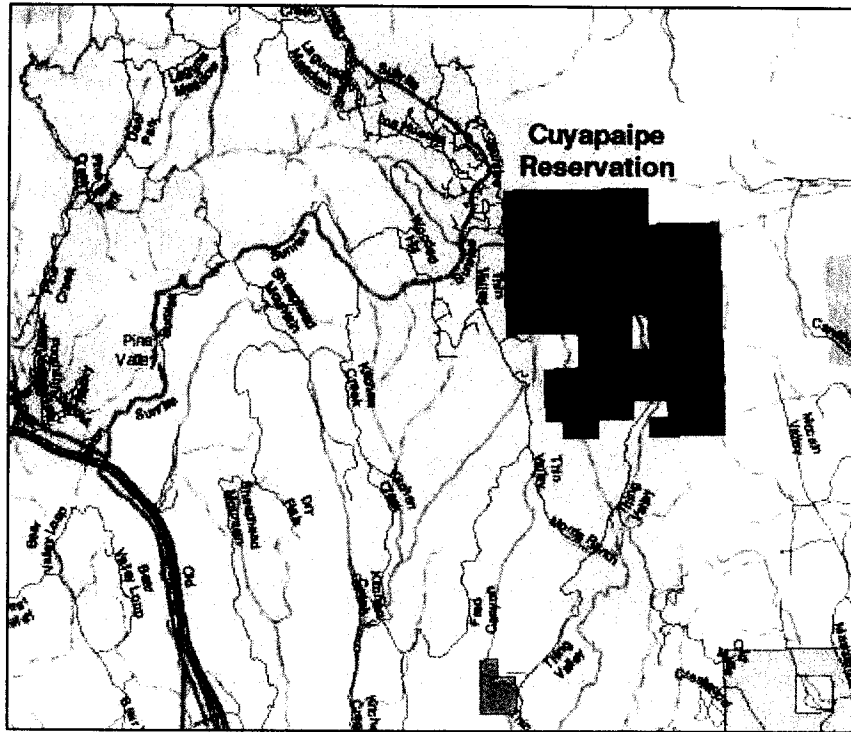
BIA Road Length	State Road Length	State Road Length	Local Road Length	Local Road Length	Federal Road Length	Other Road Length
0	0	33.4	0	11.6	0	0

Specific Road characteristics are included in Appendix B.



Cuyapaipe Reservation

The Cuyapaipe Reservation is located in San Diego County near Alpine, California, and is served by Interstate 8. Formal engagement and advice was provided by Will Micklin, Chief Executive Officer.



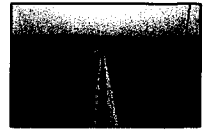
The following inventory was collected for the Cuyapaipe Reservation under the program:

Cuyapaipe Reservation							
Length	Length	Percentage	Length	Percentage	Number	Number	Bridges
71.7	56.2	78.4%	15.5	21.6%	14	30	8

Ownership characteristics included the following:

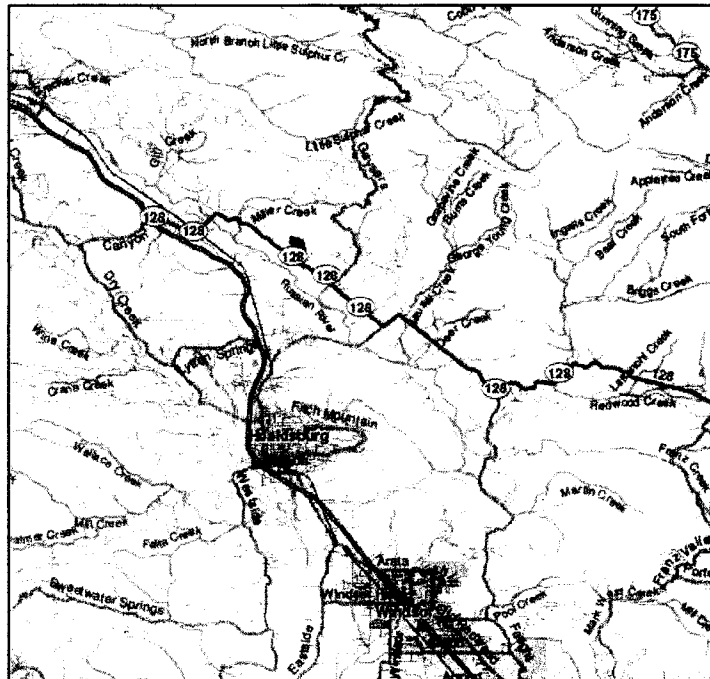
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
11.1	1	12.3	0	45	2.3	11.1

Specific Road characteristics are included in Appendix B.



Dry Creek Rancheria

The Dry Creek Rancheria is located in Sonoma County near Healdsburg, California, and is served by US 101. Formal engagement and advice was provided by Roy Lafromboise, Tribal Administrator.



The following inventory was collected for the Dry Creek Rancheria under the program:

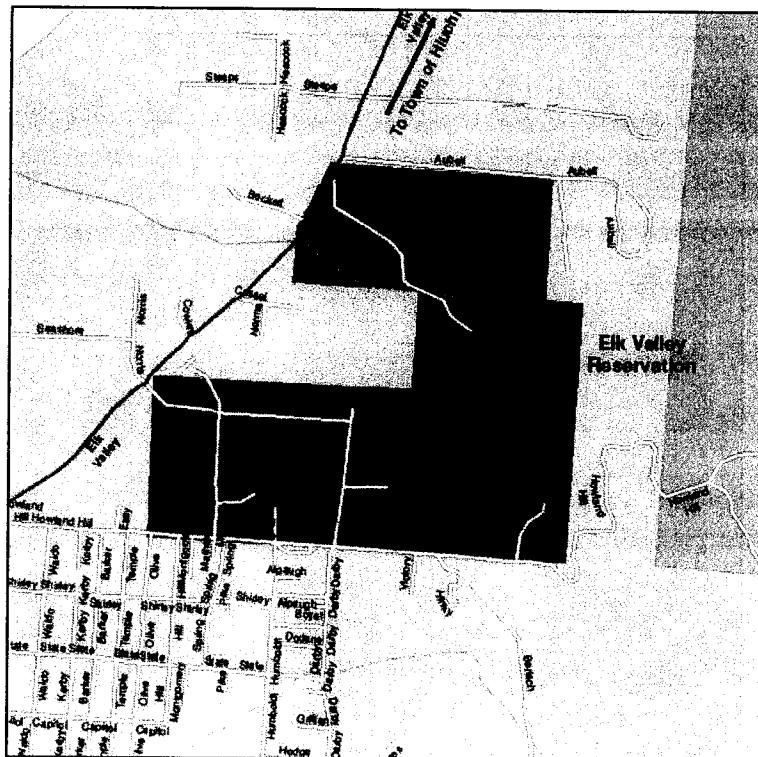
Inventory	Inventory	Inventory	Inventory	Inventory	Inventory	Inventory	Inventory
86.2	86.2	100.0%	0	0.0%	18	102	38

Ownership characteristics included the following:

BIA Road Length	Federal Road Length	State Road Length	Local Road Length	County Road Length	Other Road Length	Other Road Length
0	0	50.9	3.2	32.1	0	0

Specific Road characteristics are included in Appendix B.

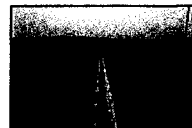
The Elk Valley Rancheria is located in Del Norte County near Crescent City, California, and is served by US 101. Formal engagement and advice was provided by Ray Bartell, Environmental Coordinator.



81.8	80.1	97.9%	1.7	2.1%	30	89	12
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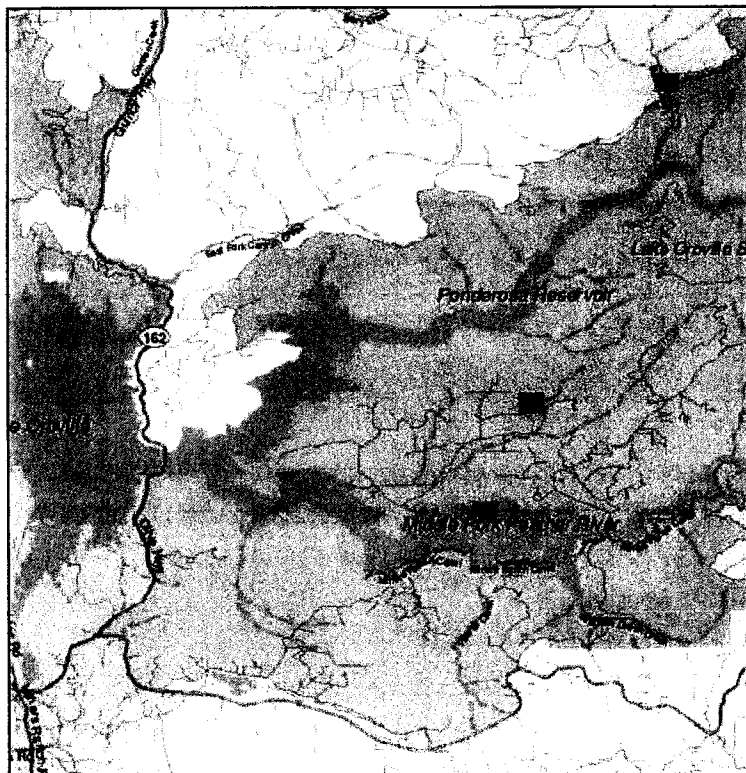
PIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	48.8	7.1	25.6	0.3	0

35



Enterprise Rancheria

The Enterprise Rancheria is located in Butte County near Oroville, California, and is served by State Highway 162. Formal engagement and advice was provided by Kathy Frazier, Tribal Administrator.



The following inventory was collected for the Enterprise Rancheria under the program:

40.3	36	89.3%	4.3	10.7%	19	27	3
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Ownership characteristics included the following:

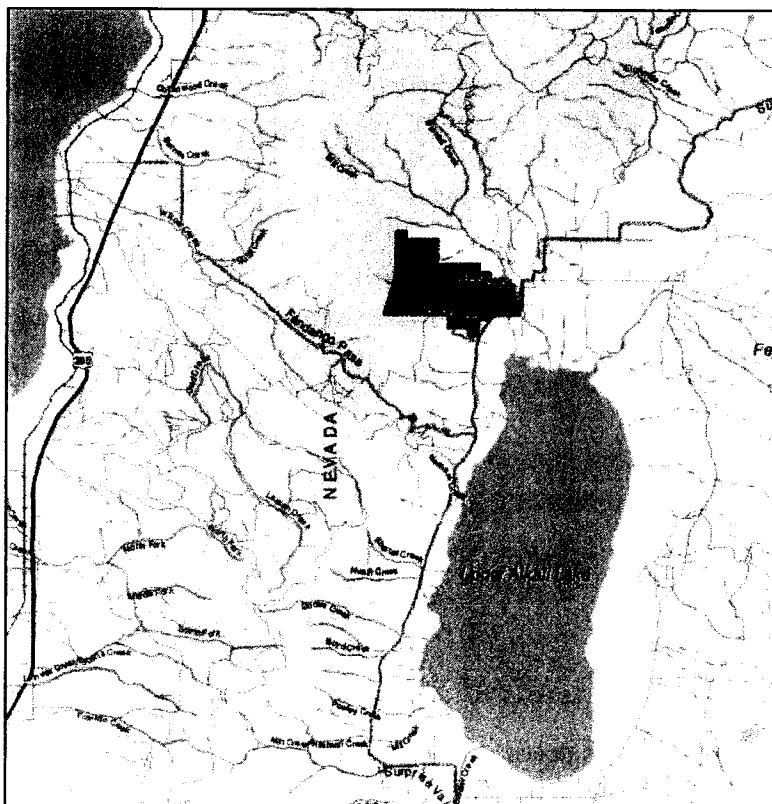
BIA Road Length	Tribal Road Length	State Road Length	County Road Length	County Road Length	Federal Road Length	Other Road Length
0.5	0	3.8	6.6	29.4	0	0

Specific Road characteristics are included in Appendix B.



Fort Bidwell Reservation

The Fort Bidwell Reservation is located in Modoc County near Fort Bidwell, California, and is served by US 395. Formal engagement and advice was provided by John Vass, Tribal Administrator.



The following inventory was collected for the Fort Bidwell Reservation under the program:

Total Miles	48.4	53.3%	42.4	46.7%	16	25	2
90.8							

Ownership characteristics included the following:

BIA Road Length	Tribal Road Length	State Road Length	Local Road Length	County Road Length	Federal Road Length	Other Road Length
0.7	0	5.6	0	52.5	32	0

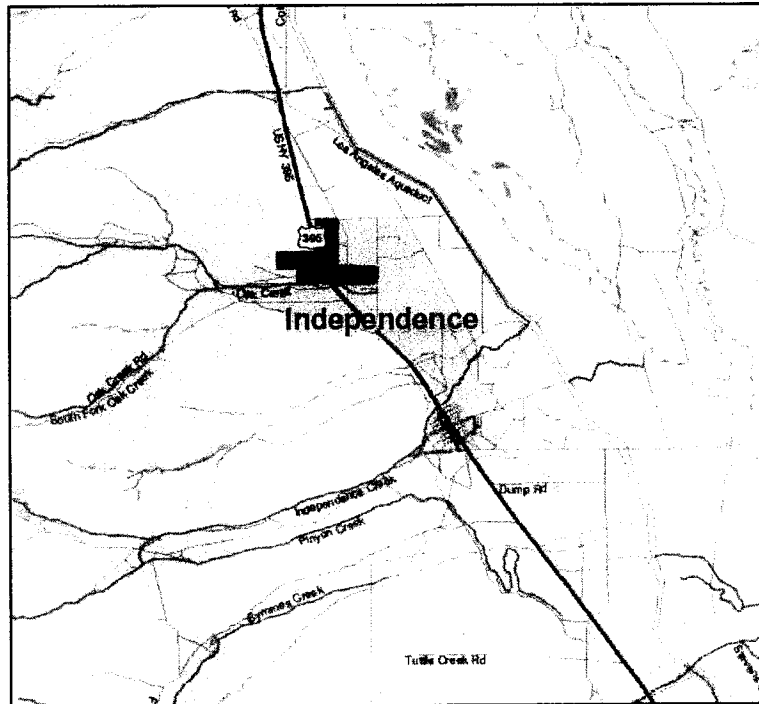
Specific Road characteristics are included in Appendix B.

California Indian Reservation Roads (IRR)
Technical Report
February 29, 2008



Fort Independence Reservation

The Fort Independence Reservation is located in Inyo County near Independence, California, and is served by US 395. Formal engagement and advice was provided by Richard Stewart, Tribal Administrator.



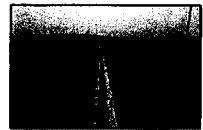
The following inventory was collected for the Fort Independence Reservation under the program:

Fort Independence Reservation							
85.4	67.6	79.2%	17.8	20.8%	13	27	1

Ownership characteristics included the following:

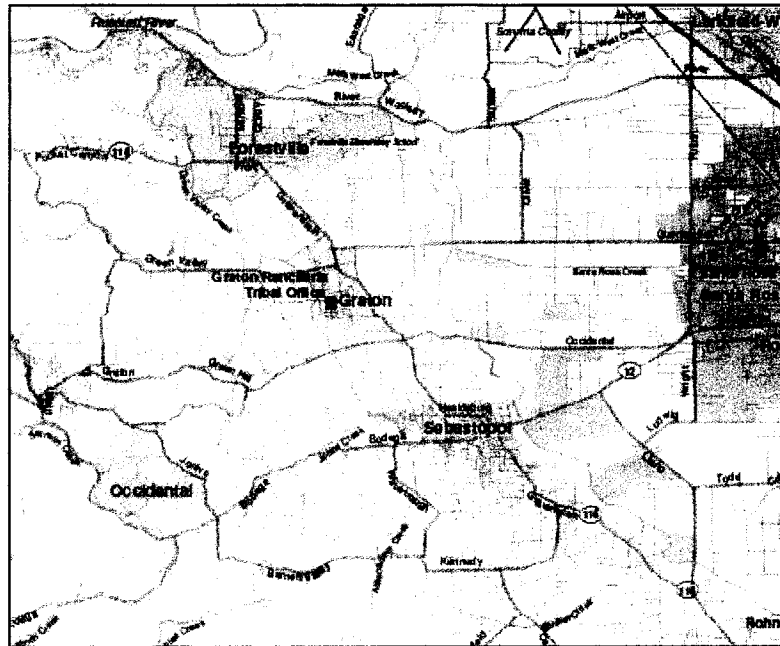
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	31	0	40.5	13.9	0

Specific Road characteristics are included in Appendix B.



Graton Rancheria

The Graton Rancheria is located in Sonoma County near Santa Rosa, California, and is served by US 101. Formal engagement and advice was provided by Gene Bubulat, Roads Administrator.



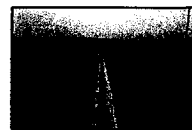
The following inventory was collected for the Graton Rancheria under the program:

12.5	12.5	100.0%	0	0.0%	9	21	2

Ownership characteristics included the following:

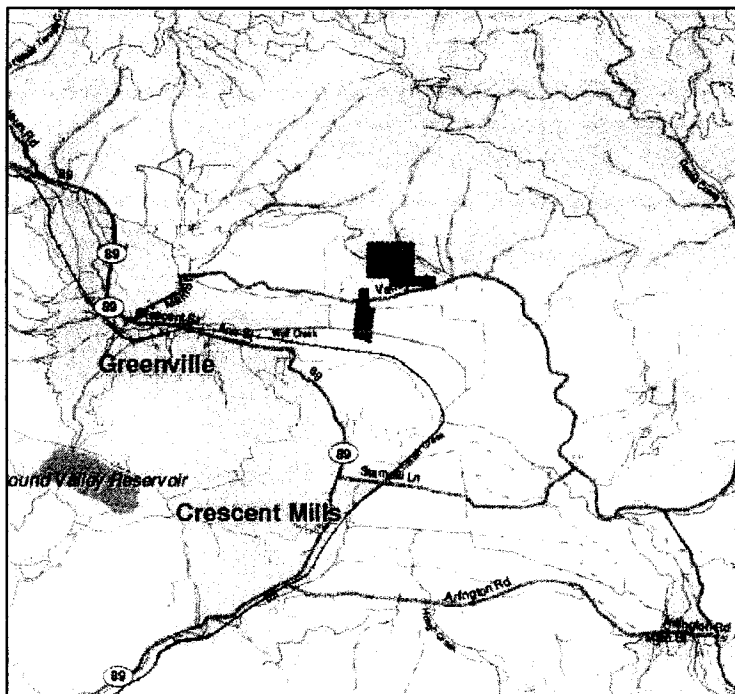
BLM	BLM	BLM	BLM	BLM	BLM	Other
Length	Length	Length	Length	Length	Length	Length
0	0	1.1	5.3	6.1	0	0

Specific Road characteristics are included in Appendix B.



Greenville Rancheria

The Greenville Rancheria is located in Plumas County near Greenville, California, and is served by State Highway 89. Formal engagement and advice was provided by Gabe Gorbet, Roads Administrator.



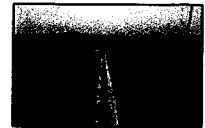
The following inventory was collected for the Greenville Rancheria under the program:

Inventory							
110.7	109.9	99.3%	0.8	0.7%	18	45	16

Ownership characteristics included the following:

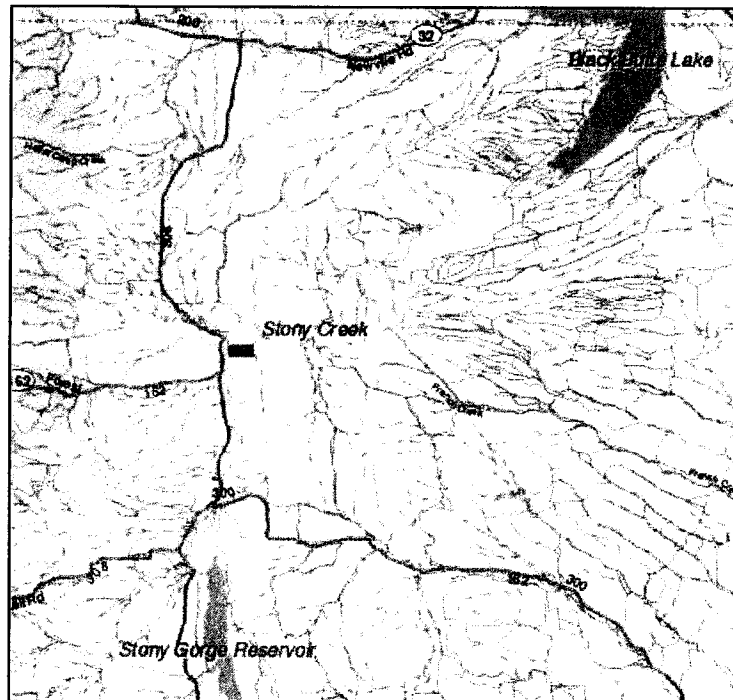
State	Federal	Local	Private	Other	Unimproved	Other
Length	Length	Length	Length	Length	Length	Length
0.9	0	83.1	0	26.7	0	0

Specific Road characteristics are included in Appendix B.



Grindstone Rancheria

The Grindstone Rancheria is located in Glenn County near Elk Creek, California, and is served by State Highway 32. Formal engagement and advice was provided by Rudy Inong, Tribal Administrator.



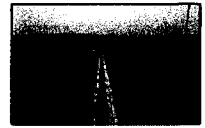
The following inventory was collected for the Grindstone Rancheria under the program:

41.4	41.3	99.8%	0.1	0.2%	8	17	6
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Ownership characteristics included the following:

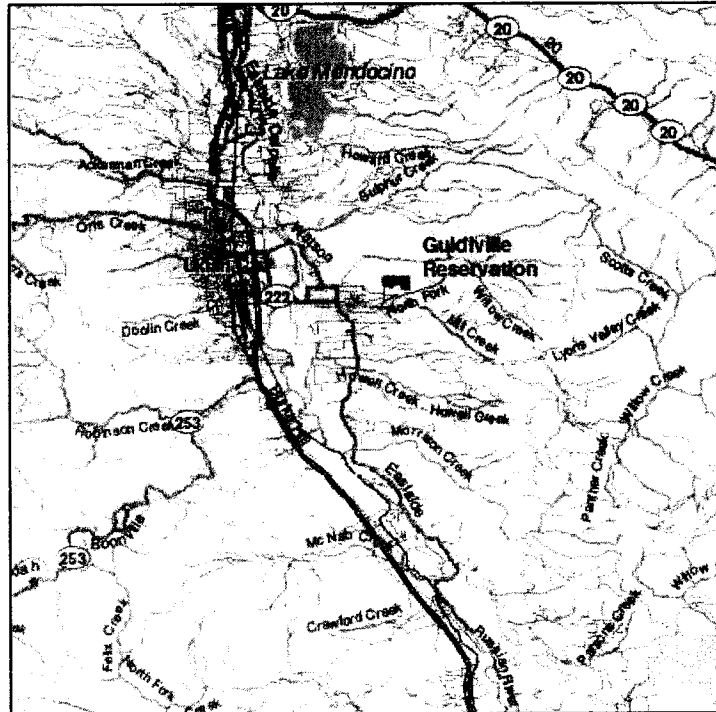
Length	Length	Length	Length	Length	Length	Length
0.1	0	28	0	13.3	0	0

Specific Road characteristics are included in Appendix B.



Guidiville Rancheria

The Guidiville Rancheria is located in Mendocino County near Ukiah, California, and is served by US Highway 101. Formal engagement and advice was provided by Walter Gray III, Tribal Administrator.



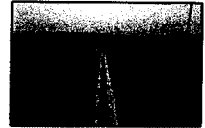
The following inventory was collected for the Guidiville Rancheria under the program:

11.9	11.9	100.0%	0	0.0%	14	24	7
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Ownership characteristics included the following:

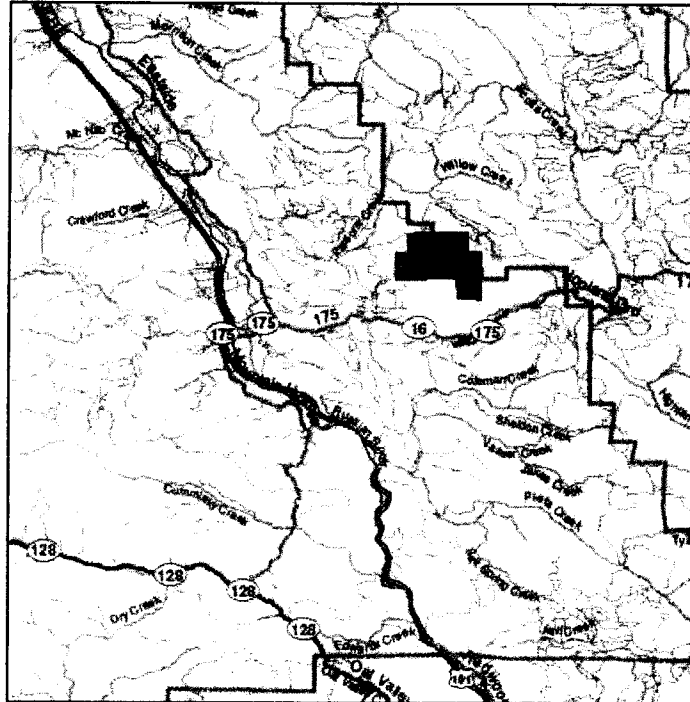
0	0.6	3	2.3	6	0	0
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Specific Road characteristics are included in Appendix B.



Hopland Reservation

The Hopland Reservation is located in Mendocino County near Hopland, California, and is served by US Highway 101. Formal engagement and advice was provided by Jan Coppingier, Tribal Transportation Planner.



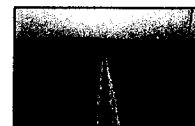
The following inventory was collected for the Hopland Reservation under the program:

8.8	8.8	100.0%	0	0.0%	8	12	3
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Ownership characteristics included the following:

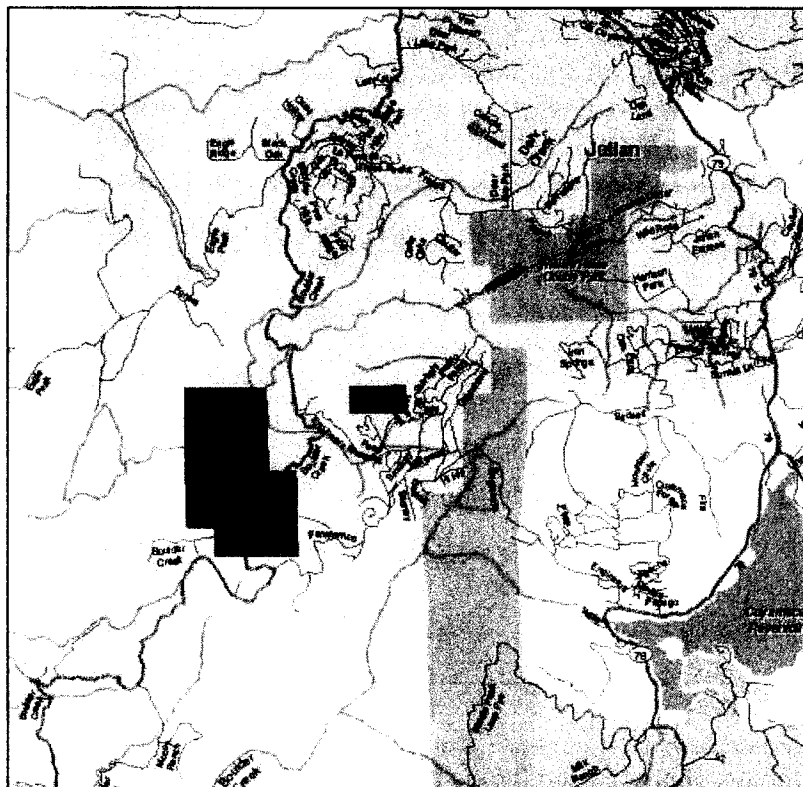
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0.2	6.8	0	1.8	0	0

Specific Road characteristics are included in Appendix B.



Inaja Cosmit Reservation

The Inaja Cosmit Reservation is located in San Diego County south of Julian, California, and is served by State Highway 79. Formal engagement and advice was provided by Lisa Contreras, Vice-Chairperson.



The following inventory was collected for the Inaja Cosmit Reservation under the program:

Total Road Miles	Number Roads	Indian Owned	Unimproved Miles	Indian Owned Units	Number Roads	Number Sections	Number Bridges
32.2	19	59.0%	13.2	41.0%	5	9	0

Ownership characteristics included the following:

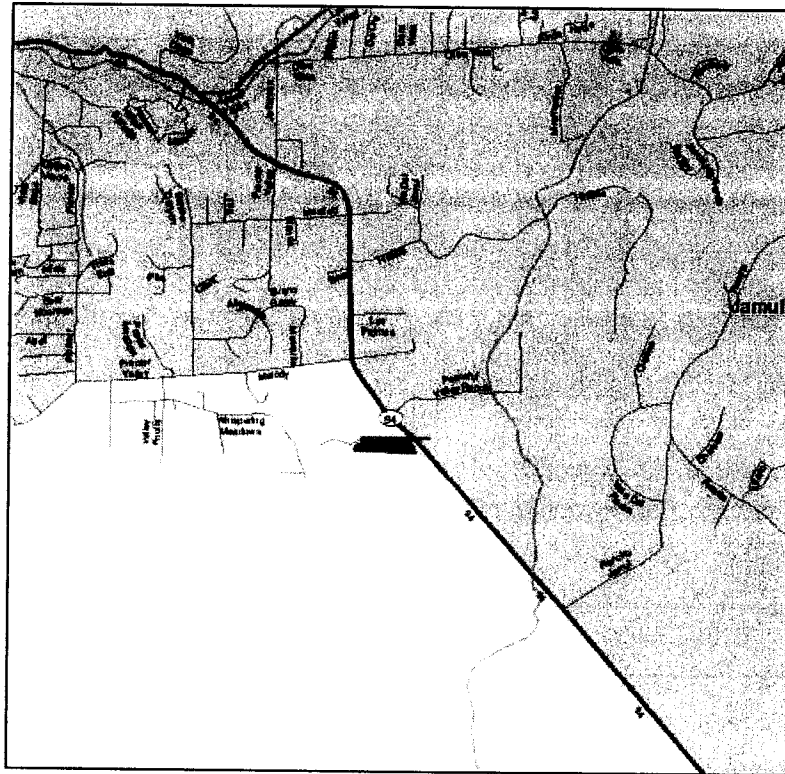
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	6.7	0	4.5	21	0

Specific Road characteristics are included in Appendix B.



Jamul Indian Village

The Jamul Indian Village is located in San Diego County near Jamul, California, and is served by State Highway 94. Formal engagement and advice was provided by Lee Acebedo, Chairperson.



The following inventory was collected for the Jamul Indian Village under the program:

Inventory Data							
Length (mi)	Length (mi)	Percentage	Number of Miles	Percentage	Number of Miles	Number of Miles	Number of Miles
59.7	57.2	95.8%	2.5	4.2%	11	24	5

Ownership characteristics included the following:

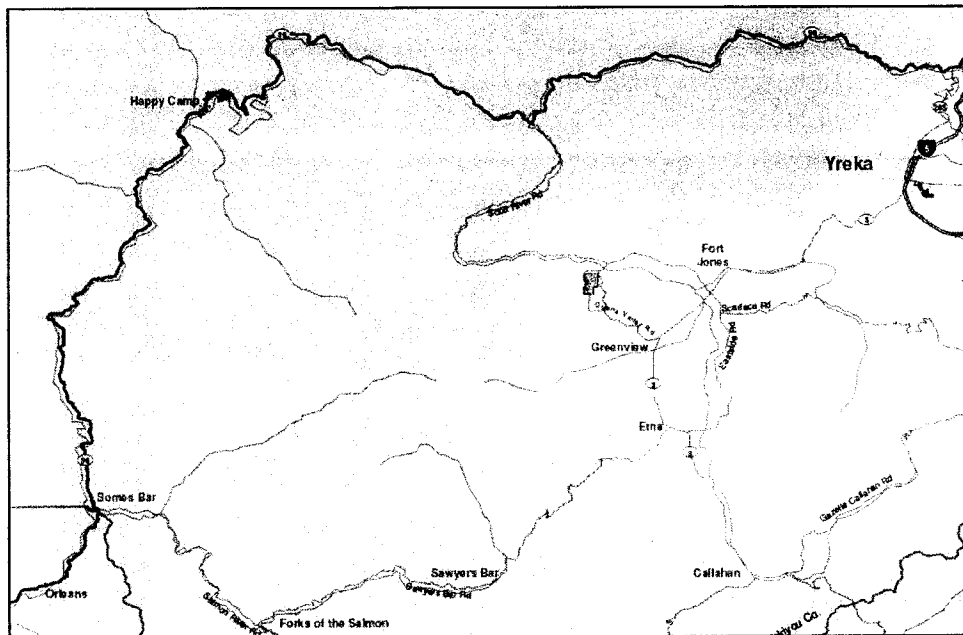
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	23.8	0	35.9	0	0

Specific Road characteristics are included in Appendix B.



Karuk Tribe

The Karuk Tribe Fee and Trust Lands of California are located in Humboldt and Siskiyou Counties in Orleans, Happy Camp and Yreka, California, and are served by State Highway 96. Formal engagement and advice was provided by Scott Quinn, Land and Transportation Manager.



The following inventory was collected for the Karuk Tribe under the program:

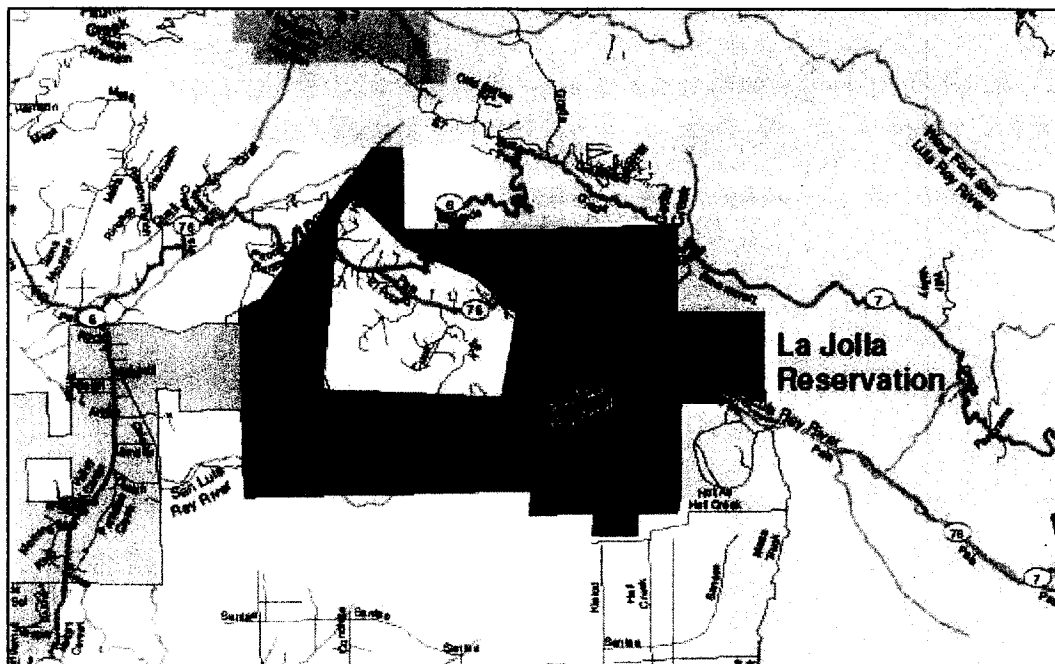
100.9	93.6	92.8%	7.3	7.2%	25	61	12
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Ownership characteristics included the following:

0	0	0	5	58.2	37.7	0
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Specific Road characteristics are included in Appendix B.

The La Jolla Reservation is located in San Diego County, near Pauma Valley, California, and is served by State Highway 76. Formal engagement and advice was provided by Chris Greeff, Tribal Administrator and LeRoy Mendez, Roads Manager



35.5	35.5	100.0%	0	0.0%	5	15	3
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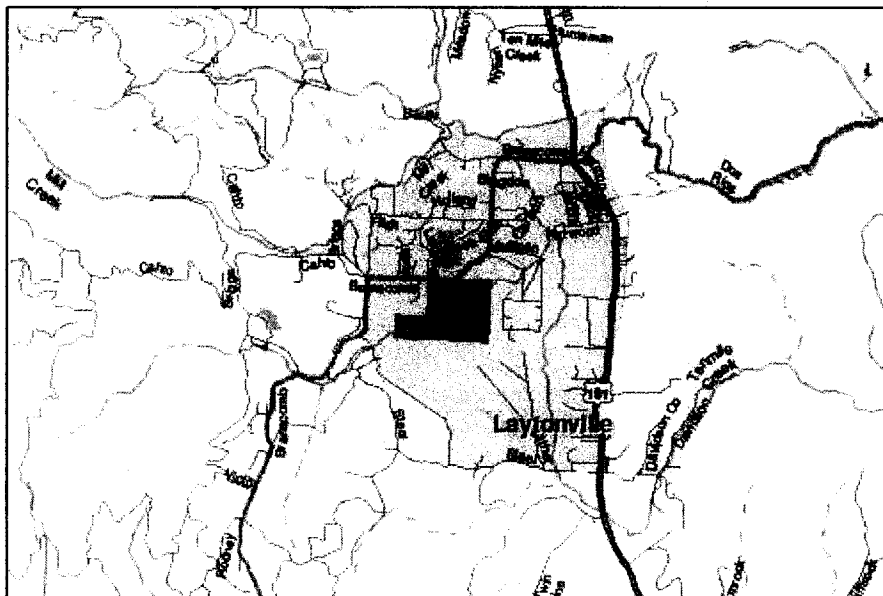
RNA	Length	RNA	Length	RNA	Length	RNA	Length
0	17.3	0	18.2	0	0	0	0

47



Laytonville Rancheria

The Laytonville Rancheria is located in Mendocino County, near Laytonville, California, and is served by US Highway 101. Formal engagement and advice was provided by Christy Taylor, Chairperson.



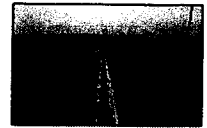
The following inventory was collected for the Laytonville Rancheria under the program:

46.7	46.7	100.0%	0	0.0%	11	40	9

Ownership characteristics included the following:

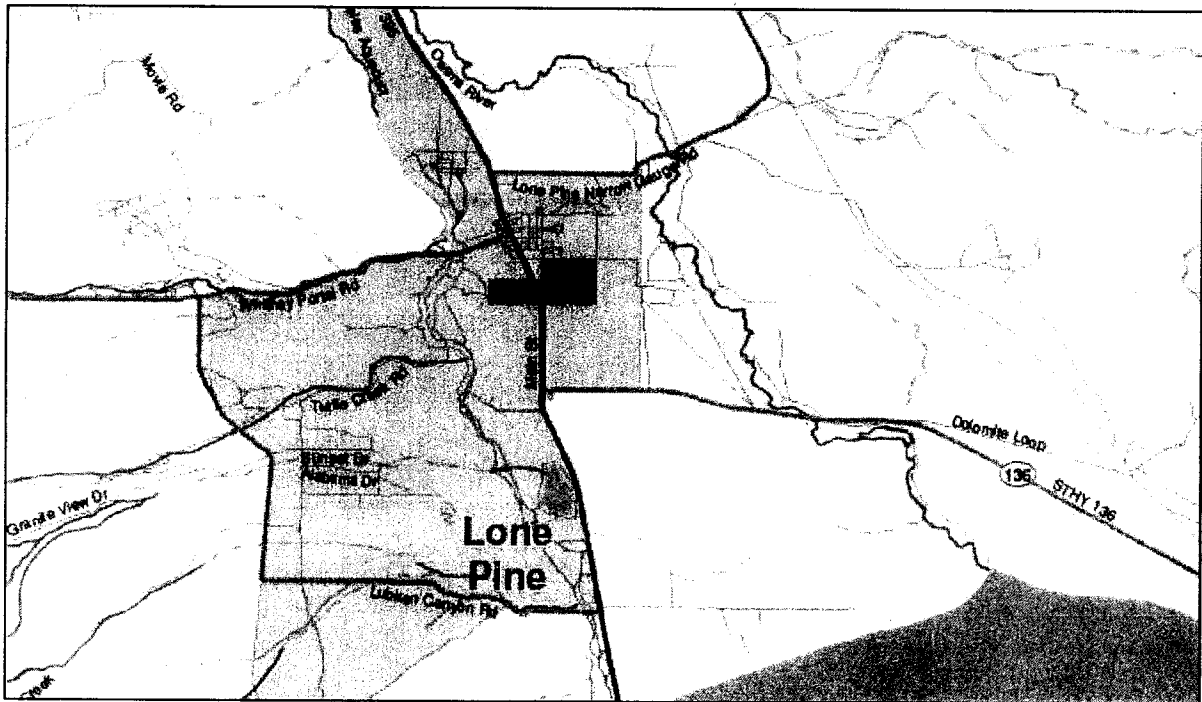
0.5	0	18.9	0	27.3	0	0

Specific Road characteristics are included in Appendix B.



Lone Pine Reservation

The Lone Pine Reservation is located in Inyo County, near Lone Pine, California, and is served by US Highway 395. Formal engagement and advice was provided by Sanford Nabahe, Tribal Planner.



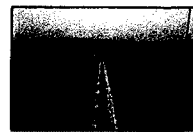
The following inventory was collected for the Lone Pine Reservation under the program:

133.8	118.5	88.6%	15.3	11.4%	19	48	11
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Ownership characteristics included the following:

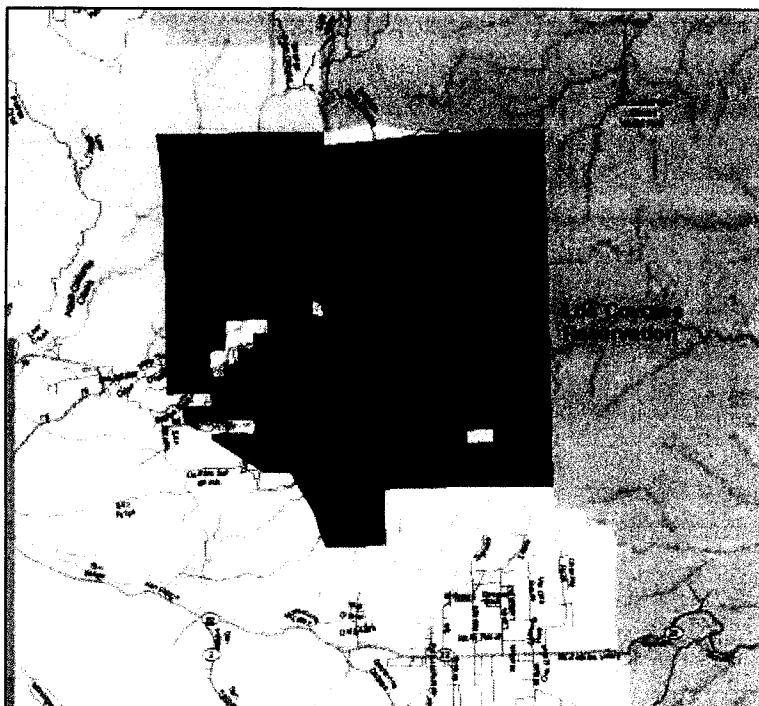
BIA Road Length	County Road Length	State Road Length	Federal Road Length	Private Road Length	Other Road Length	
0	0	79.9	0	53.8	0.1	0

Specific Road characteristics are included in Appendix B.



Los Coyotes Reservation

The Los Coyotes Reservation is located in San Diego County, near Warner Springs, California, and is served by State Highway 22. Formal engagement and advice was provided by Kevin Siva, Transportation Manager.



The following inventory was collected for the Los Coyotes Reservation under the program:

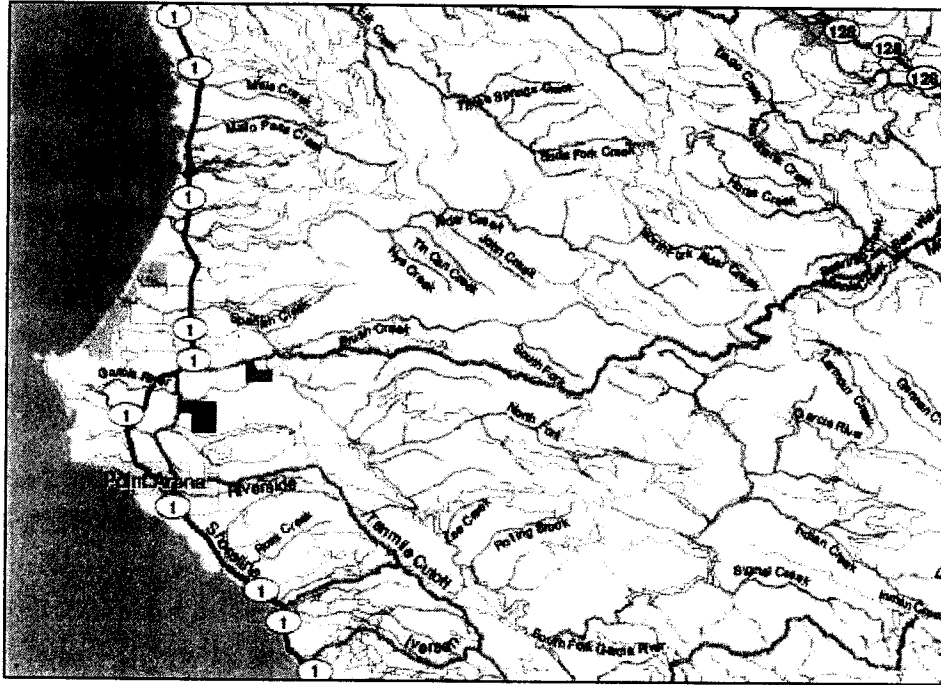
					Roads	Trails	Leases
38.9	30.4	78.1%	8.5	21.9%	8	19	3

Ownership characteristics included the following:

BIA Road Length	Indian Road Length	State Road Length	County Road Length	Federal Road Length	Other Road Length
14	1.3	23.6	0	0	0

Specific Road characteristics are included in Appendix B.

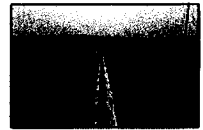
The Manchester – Point Arena Rancheria is located in Sonoma County, near Point Arena, California, and is served by US Highway 1. Formal engagement and advice was provided by Christine Ducates, Transportation Planner.



49.3	49.3	100.0%	0	0.0%	10	52	18
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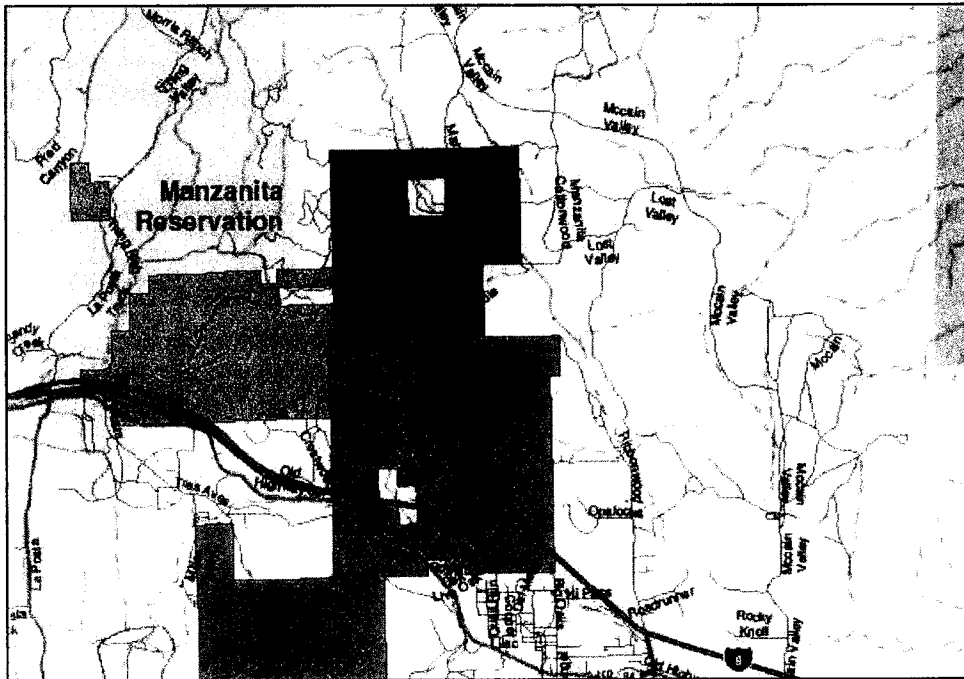
Length	Length	Length	Length	Length	Length	Length
0.0	0.7	41.4	1.0	4.0	0	0.7

51



Manzanita Reservation

The Manzanita Reservation is located in San Diego County, near Boulevard, California, and is served by Interstate 8. Formal engagement and advice was provided by John Elliot, Council Member.



The following inventory was collected for the Manzanita Reservation under the program:

14.9	2.4	16.1%	12.5	83.9%	4	6	0

Ownership characteristics included the following:

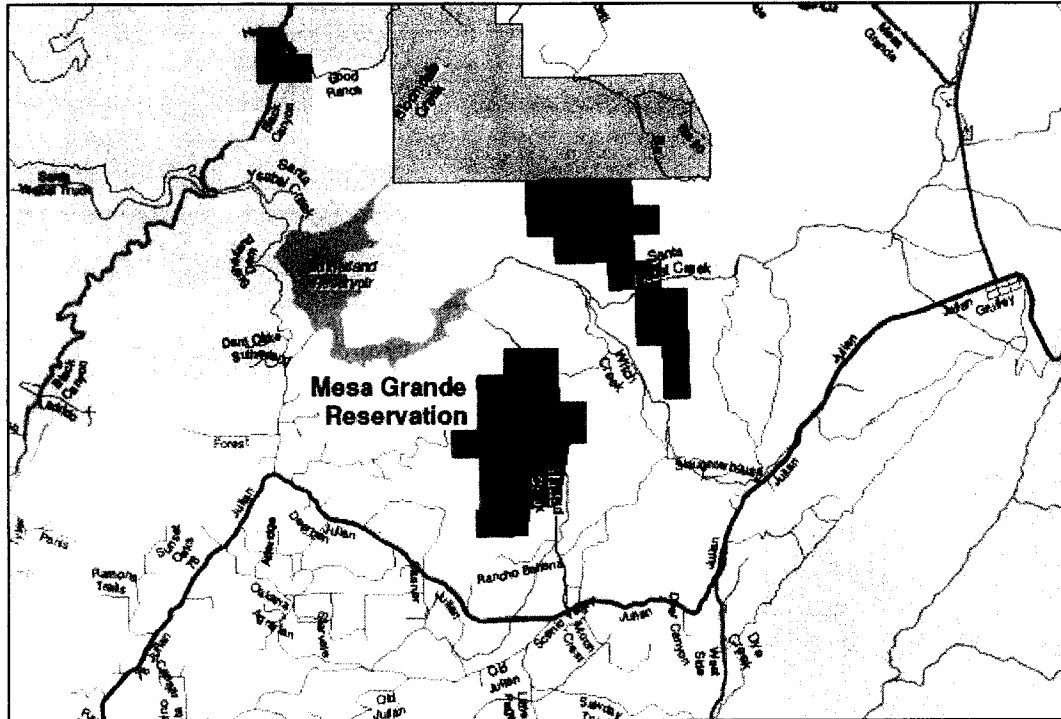
RIA	State	Local	County	Federal	Other
0	3.2	0	0	2.4	9.3

Specific Road characteristics are included in Appendix B.



Mesa Grande Reservation

The Mesa Grande Reservation is located in San Diego County, near Boulevard, California, and is served by State Highway 78. Formal engagement and advice was provided by Mark Romero, Chairman and Darrel Langley, Roads Representative.



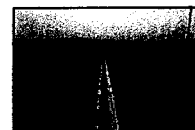
The following inventory was collected for the Mesa Grande Reservation under the program:

53.4	31.8	59.6%	21.6	40.4%	16	32	2

Ownership characteristics included the following:

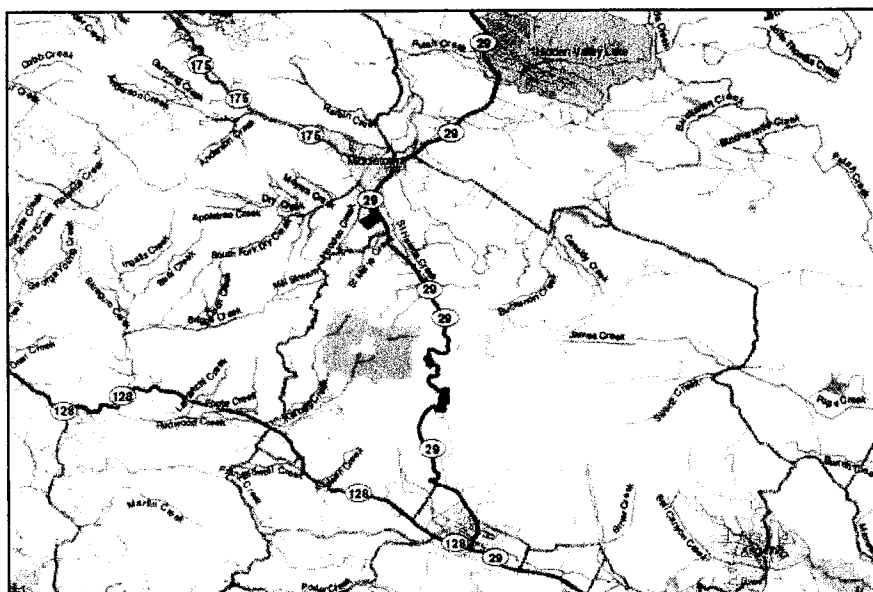
Length	Length	Length	Length	Length	Length	Length
0.9	5.5	13.6	0	33.4	0	0

Specific Road characteristics are included in Appendix B.



Middletown Rancheria

The Middletown Rancheria is located in Lake County, near Middletown, California, and is served by State Highway 29. Formal engagement and advice was provided by Salvador Vasquez, Roads Representative.



The following inventory was collected for the Middletown Rancheria under the program:

Inventory Data							
31.3	31.3	100.0%	0	0.0%	9	32	9

Ownership characteristics included the following:

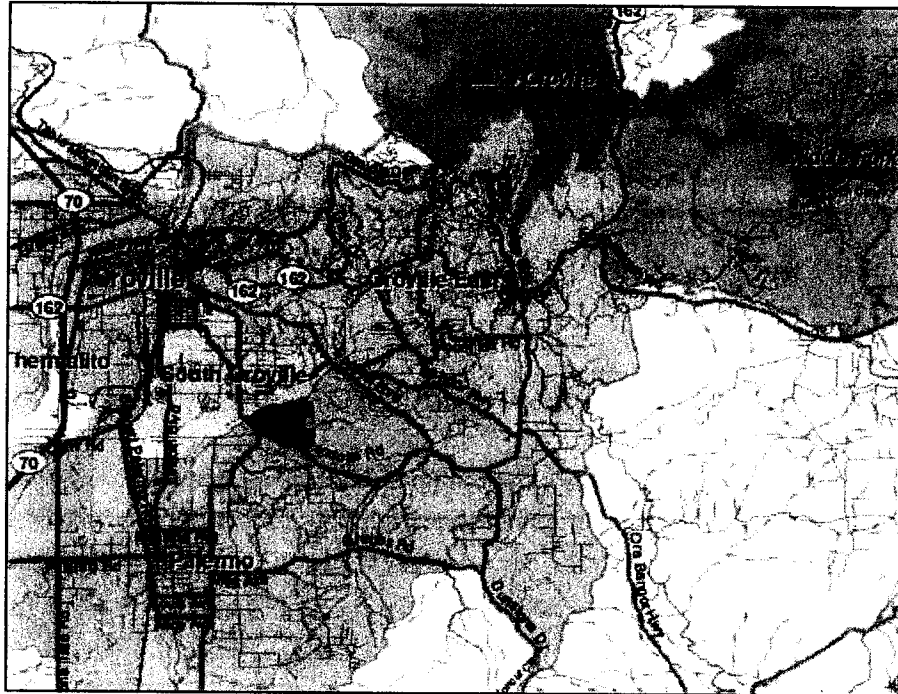
RIA	Other	State	Indian	County	Local	Other
Length	Length	Length	Length	Length	Length	Length
0	0	27	0	4.3	0	0

Specific Road characteristics are included in Appendix B.



Mooretown Rancheria

The Mooretown Rancheria is located in Butte County, near Mooretown, California, and is served by State Highway 162. Formal engagement and advice was provided by Julie McIntosh, Tribal Administrator.



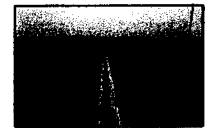
The following inventory was collected for the Mooretown Rancheria under the program:

22.8	22.4	98.2%	0.4	1.8%	14	20	2

Ownership characteristics included the following:

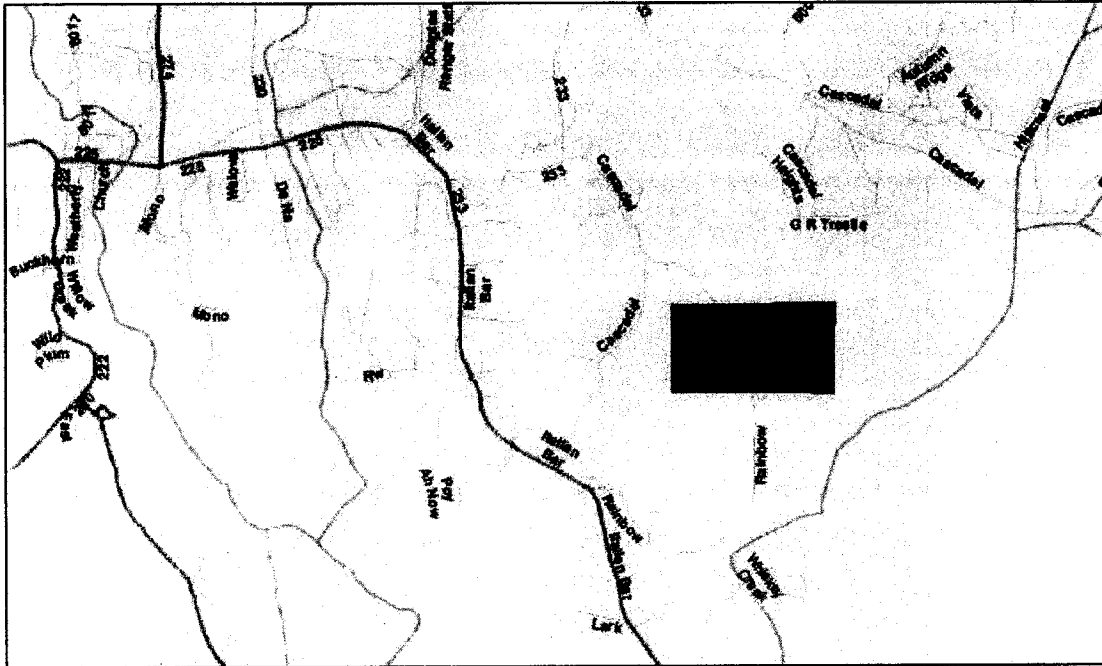
RIA Road Length	State Road Length	County Road Length	City Road Length	Other Road Length	Other Road Length	Other Road Length
0.6	0	0.8	3.7	17.7	0	0

Specific Road characteristics are included in Appendix B.



North Fork Rancheria

The North Fork Rancheria is located in Madera County, near North Fork, California, and is served by State Highway 41. Formal engagement and advice was provided by Rodney Clements, Roads representative.



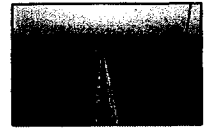
The following inventory was collected for the North Fork Rancheria under the program:

Roads							
Length	Length	Length	Length	Length	Length	Length	Length
31.8	26.7	84.0%	5.1	16.0%	21	37	5

Ownership characteristics included the following:

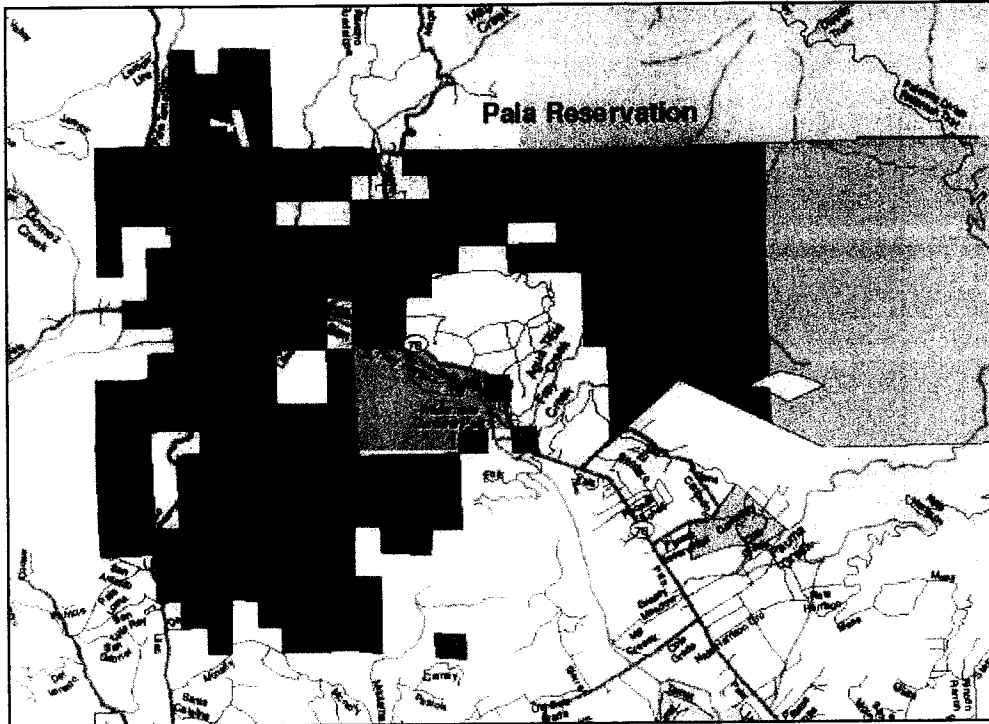
Length	Length	Length	Length	Length	Length	Length
3.5	0	0	0	27.7	0	0.6

Specific Road characteristics are included in Appendix B.



Pala Reservation

The Pala Reservation is located in San Diego County, near Pala, California, and is served by State Highway 76. Formal engagement and advice was provided by Robert Smith, Chairman.



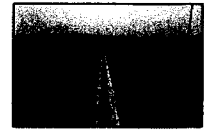
The following inventory was collected for the Pala Reservation under the program:

33.3	28.2	84.7%	5.1	15.3%	33	51	6

Ownership characteristics included the following:

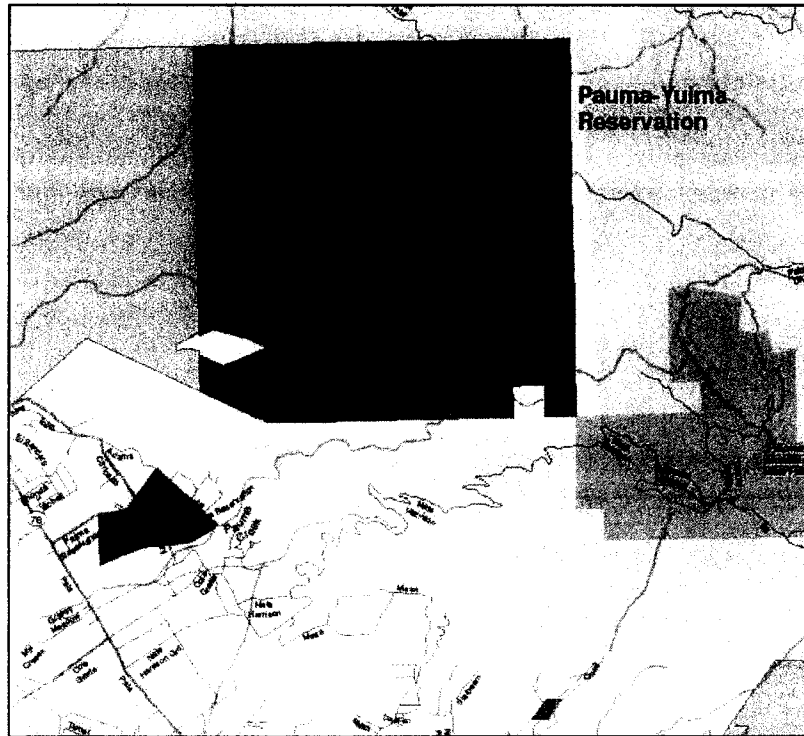
Length	Length	Length	Length	Length	Length	Length
16.3	0.0	0.0	17	0	0	5.5

Specific Road characteristics are included in Appendix B.



Pauma and Yuima Reservation

The Pauma and Yuima Reservation is located in San Diego County, near Pauma Valley, California, and is served by State Highway 76. Formal engagement and advice was provided by Valerie Linton, Tribal Administrator.



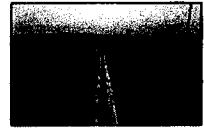
The following inventory was collected for the Pauma and Yuima Reservation under the program:

State	County	Indian	Other	Private	Public	Other	Bridges
20.3	20.1	99.0%	0.2	1.0%	7	12	2

Ownership characteristics included the following:

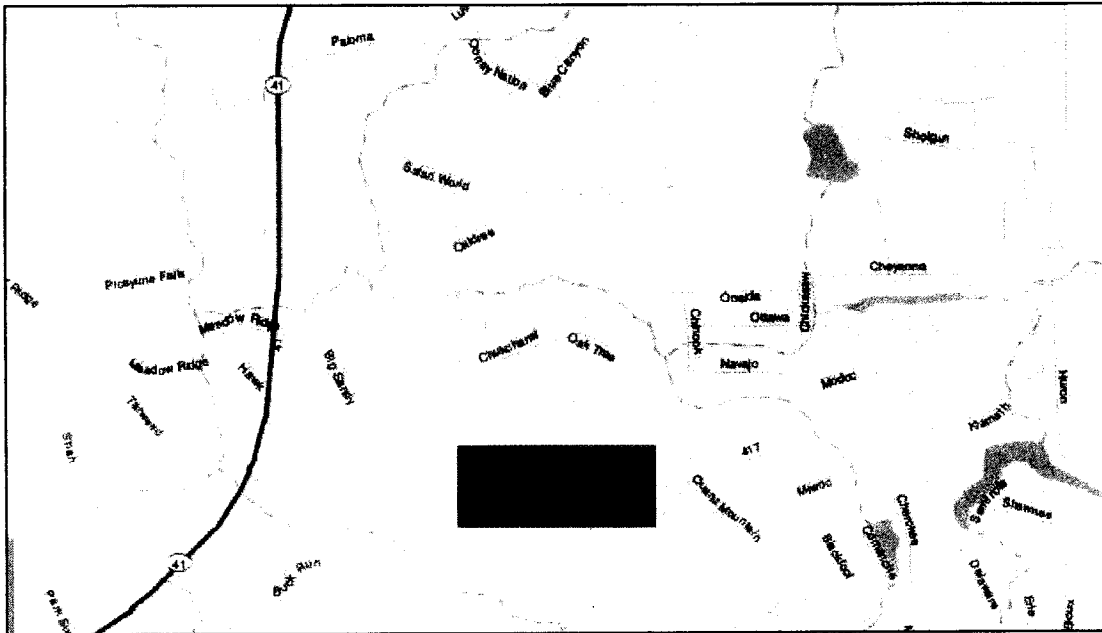
BIA	Tribal	State	Indian	County	General	Other
Road	Road	Road	Road	Road	Road	Road
Length	Length	Length	Length	Length	Length	Length
0	0	7.6	0	12.7	0	0

Specific Road characteristics are included in Appendix B.



Picayune Rancheria

The Picayune Rancheria is located in Madera County, near Coursegold, California, and is served by State Highway 41. Formal engagement and advice was provided by Sherri King, Tribal Administrator.



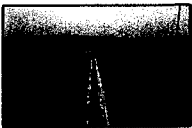
The following inventory was collected for the Picayune Rancheria under the program:

Inventory Data							
21.4	20.2	94.4%	1.2	5.6%	9	31	3

Ownership characteristics included the following:

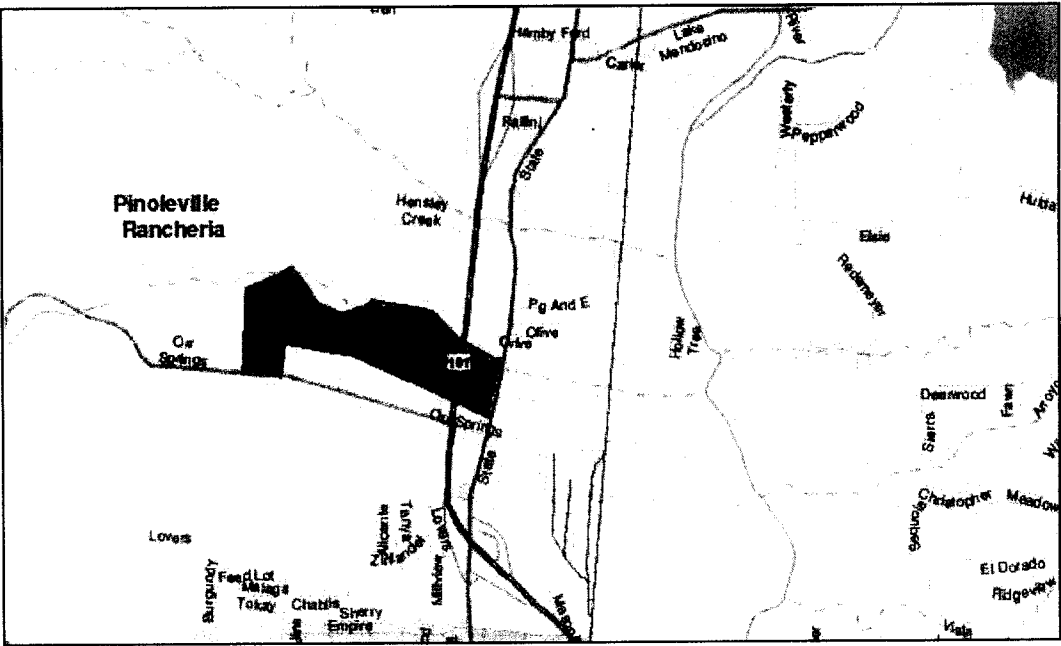
Federal	State	Local	County	Federal	Other
Land	Land	Land	Land	Land	Land
0	0.8	15.9	0	4.7	0

Specific Road characteristics are included in Appendix B.



Pinoleville Reservation

The Pinoleville Reservation is located in Mendocino County, near Ukiah, California, and is served by US Highway 101. Formal engagement and advice was provided by Leona L. Williams, Chairperson.



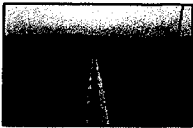
The following inventory was collected for the Pinoleville Reservation under the program:

88.2	88	99.8%	0.2	0.2%	30	83	21
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Ownership characteristics included the following:

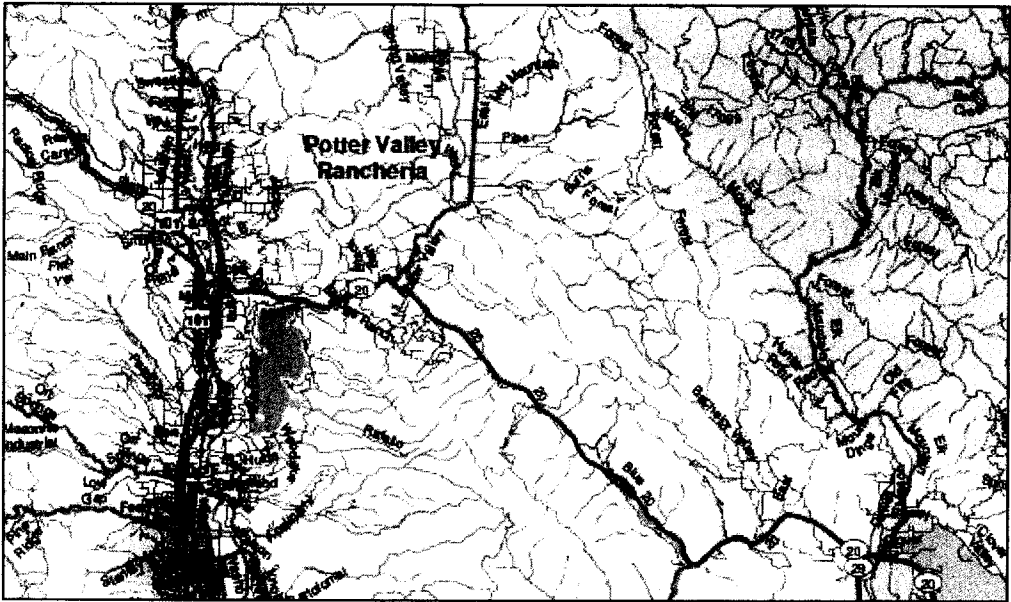
0	0.2	14.1	6.2	67.3	0	0.4
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Specific Road characteristics are included in Appendix B.



Potter Valley Rancheria

The Potter Valley Rancheria is located in Mendocino County, near Ukiah, California, and is served by US Highway 101. Formal engagement and advice was provided by Darlene Kammeyer, Tribal Administrator.



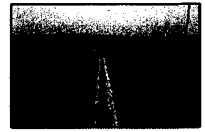
The following inventory was collected for the Potter Valley Rancheria under the program:

42.3	31.7	74.9%	10.6	25.1%	23	58	19
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Ownership characteristics included the following:

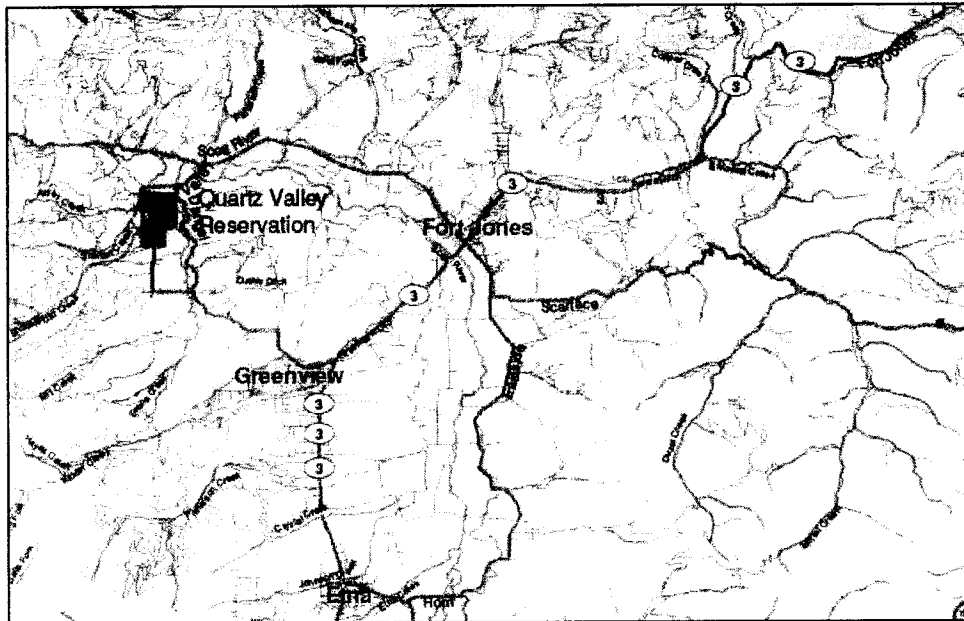
0	0	8.9	1.5	31.9	0	0
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Specific Road characteristics are included in Appendix B.



Quartz Valley Reservation

The Quartz Valley Reservation is located in Siskiyou County, near Fort Jones, California, and is served by State Highway 3. Formal engagement and advice was provided by Aaron Peters, Tribal Chairman.



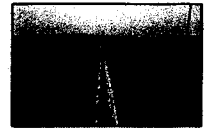
The following inventory was collected for the Quartz Valley Reservation under the program:

116.3	115.8	98.1%	2.3	1.9%	29	82	20
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Ownership characteristics included the following:

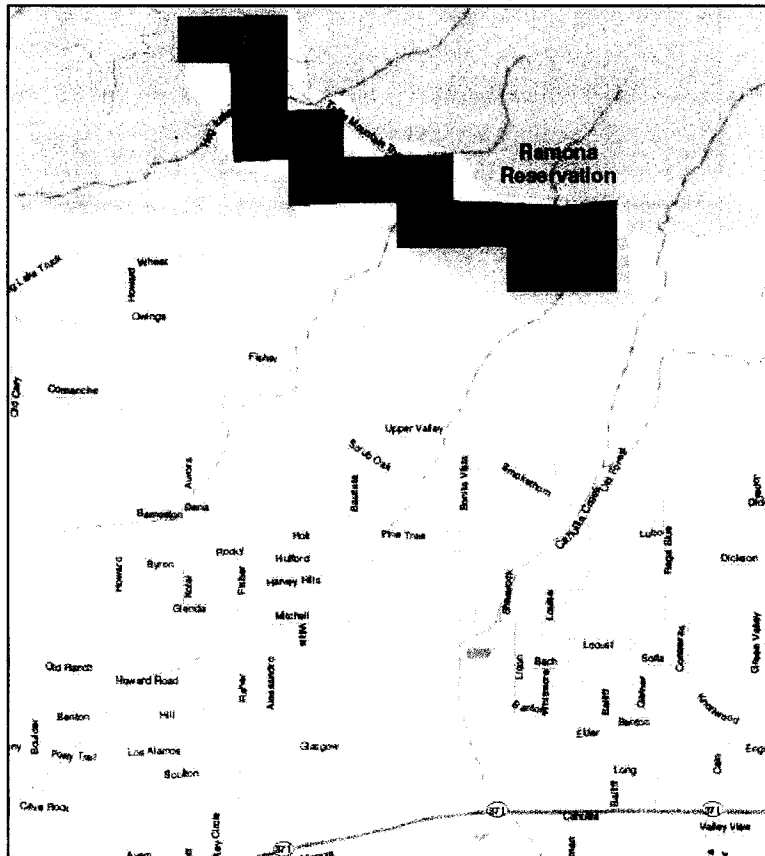
BIA	Tribal	County	Other	Other
Length	Length	Length	Length	Length
2.1	0	30.9	5.3	78
				0
				0

Specific Road characteristics are included in Appendix B.



Ramona Reservation

The Ramona Reservation is located in Riverside County, near Anza, California, and is served by State Highway 371. Formal engagement and advice was provided by Manuel Hamilton, Tribal Chairman.



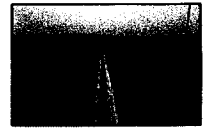
The following inventory was collected for the Ramona Reservation under the program:

Total Road Length	Indian Road Length	Indian Road %	Unimproved Miles	Percent Unimproved	Number of Roads	Number of Sections	Number of Bridges
38.6	25.9	67.1%	12.7	32.9%	11	22	1

Ownership characteristics included the following:

BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	7.4	0	11.7	19.5	0

Specific Road characteristics are included in Appendix B.



Redding Rancheria

The Redding Rancheria is located in Shasta County, near Redding, California, and is served by Interstate 5. Formal engagement and advice was provided by Barbara Murphy, Tribal Chairperson.



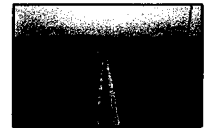
The following inventory was collected for the Redding Rancheria under the program:

84.6	84.4	99.8%	0.2	0.2%	24	90	31

Ownership characteristics included the following:

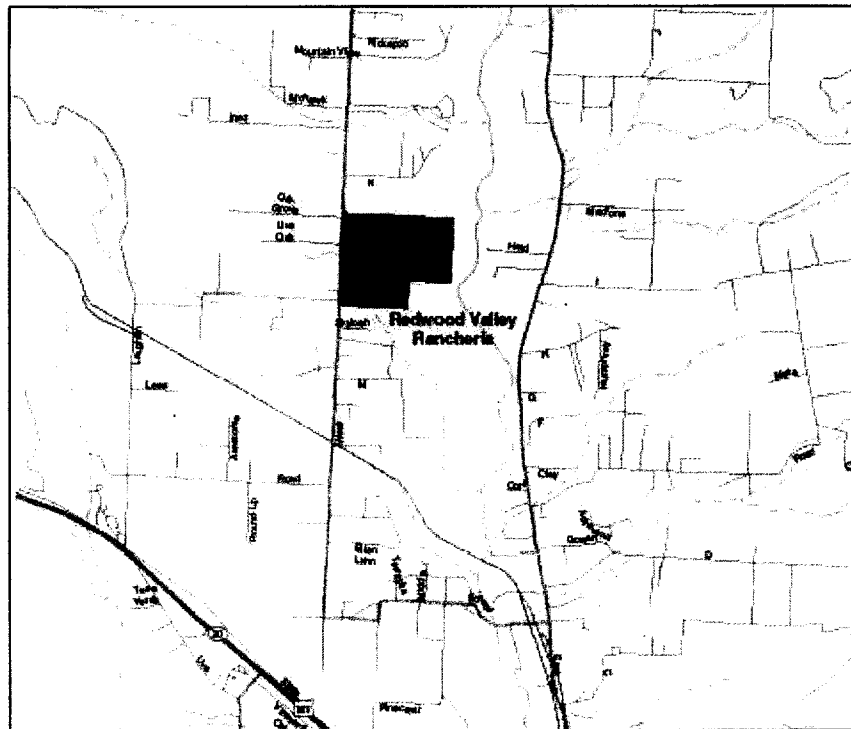
Length	Length	Length	Length	Length	Length	Length
0.2	0	56.6	12.7	15.1	0	0

Specific Road characteristics are included in Appendix B.



Redwood Valley Rancheria

The Redwood Valley Rancheria is located in Mendocino County, near Redwood Valley, California, and is served by US 101. Formal engagement and advice was provided by Elizabeth Hansen, Tribal Chairperson.



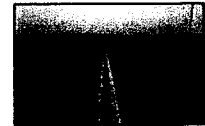
The following inventory was collected for the Redwood Valley Rancheria under the program:

					Rights	Sections	Bridges
9	8.8	97.8%	0.2	2.2%	9	16	3

Ownership characteristics included the following:

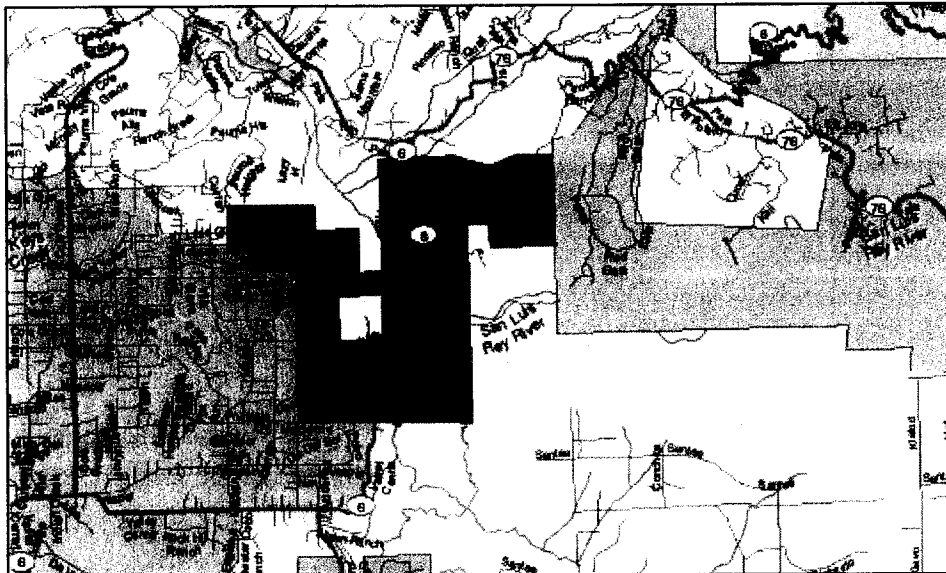
BIA Road Length	Indian Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0.2	3.2	0	5.6	0	0

Specific Road characteristics are included in Appendix B.



Rincon Reservation

The Rincon Reservation is located in San Diego County, near Valley Center, California, and is served by State Highway 76. Formal engagement and advice was provided by Dick Watenpaugh, Director of Tribal Administration.



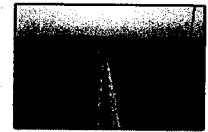
The following inventory was collected for the Rincon Reservation under the program:

State	County	Indian Reservation	Indian Road	Indian Road Length	Indian Road Miles	Indian Road Miles	Indian Road Miles
23.7	19.6	82.7%	4.1	17.3%	28	37	1

Ownership characteristics included the following:

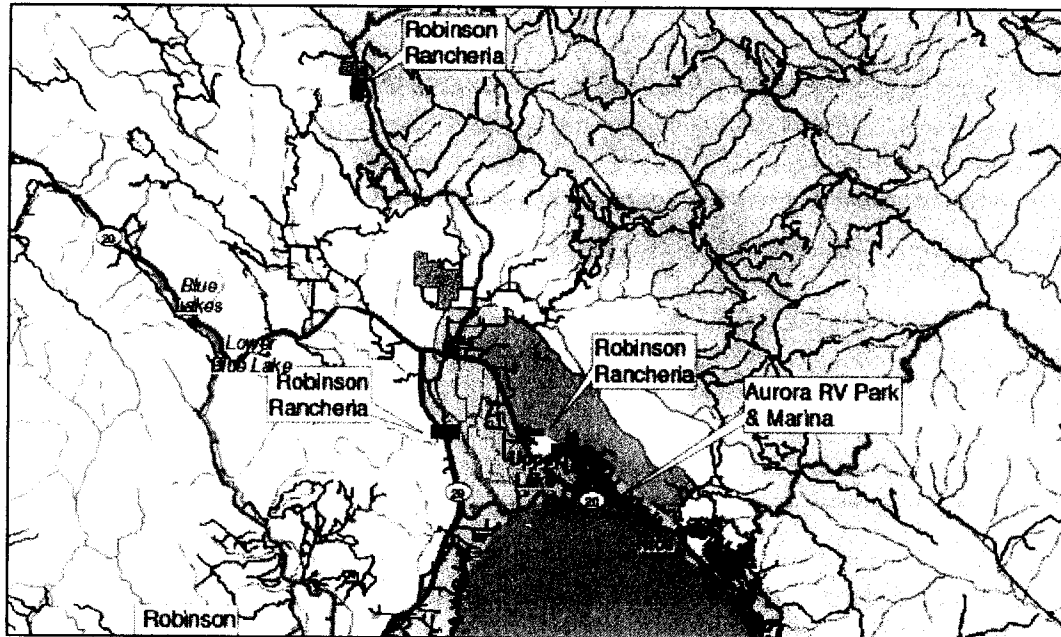
BLM Road Length	State Road Length	County Road Length	Indian Road Length	Other Road Length	Federal Road Length	Other Road Length
6.3	4.1	0	0	13.3	0	0

Specific Road characteristics are included in Appendix B.



Robinson Rancheria

The Robinson Rancheria is located in Lake County, near Nice, California, and is served by State Highway 20. Formal engagement and advice was provided by Irenia Quitiquit, Roads Coordinator.



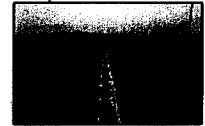
The following inventory was collected for the Robinson Rancheria under the program:

71.2	56.5	79.4%	14.7	20.6%	19	48	9
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Ownership characteristics included the following:

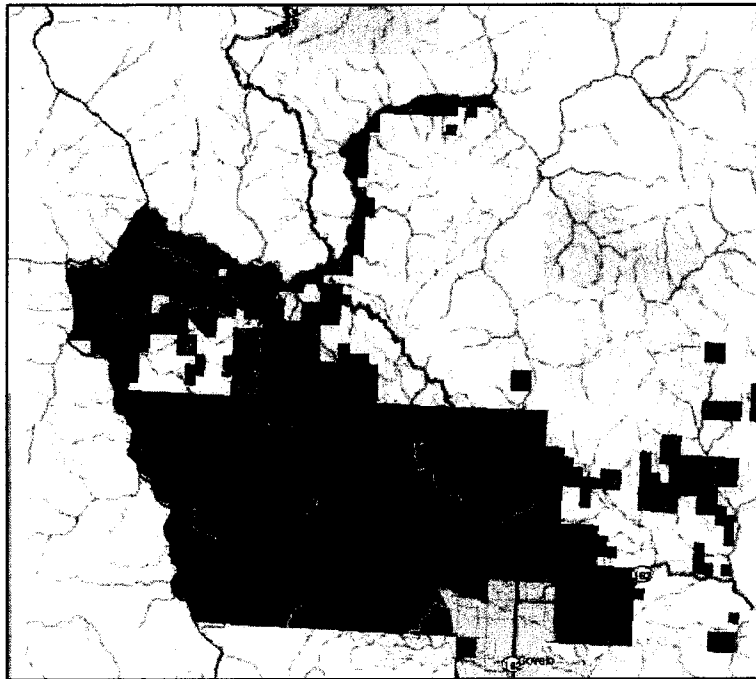
0	0.8	28.5	4.2	37.7	0	0
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Specific Road characteristics are included in Appendix B.



Round Valley Reservation

The Round Valley Reservation is located in Mendocino County, near Covelo, California, and is served by State Highway 162. Formal engagement and advice was provided by Charles Lonewolf, Economic Development Coordinator.



The following inventory was collected for the Round Valley Reservation under the program:

Round Valley Reservation							
218.9	123	56.2%	95.9	43.8%	78	161	34

Ownership characteristics included the following:

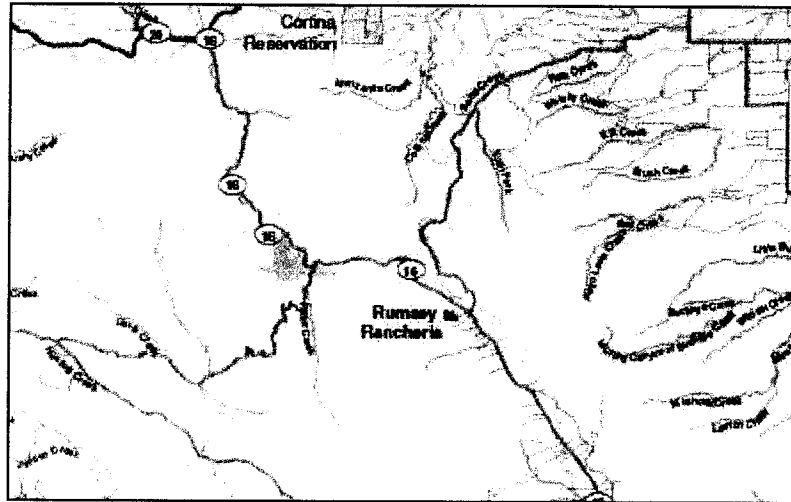
Ownership Characteristics							
Federal	State	County	Local	Private	Other	Federal	Other
Length	Length	Length	Length	Length	Length	Length	Length
33.6	0.2	44.2	0	121.7	11.6	7.6	

Specific Road characteristics are included in Appendix B.



Rumsey Rancheria

The Rumsey Rancheria is located in Yolo County, near Brooks, California, and is served by State Highway 16. Formal engagement and advice was provided by Anthony Roberts, Tribal Councilmember.



The following inventory was collected for the Rumsey Rancheria under the program:

3.2	2.7	84.4%	0.5	15.6%	3	5	1

Ownership characteristics included the following:

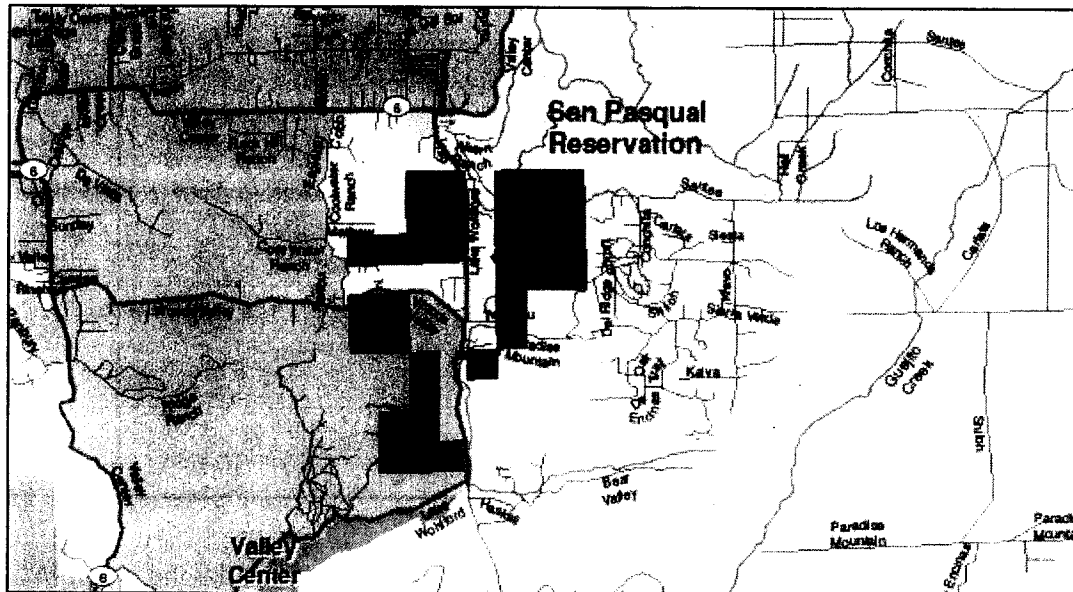
0	0	2.3	0	0.9	0	0

Specific Road characteristics are included in Appendix B.



San Pasqual Reservation

The San Pasqual Reservation is located in San Diego County, near Valley Center, California, and is served by State Highway 76. Formal engagement and advice was provided by Rudy Ballon, Environmental Director.



The following inventory was collected for the San Pasqual Reservation under the program:

San Pasqual Reservation							
18	17.6	97.8%	0.4	2.2%	14	24	1

Ownership characteristics included the following:

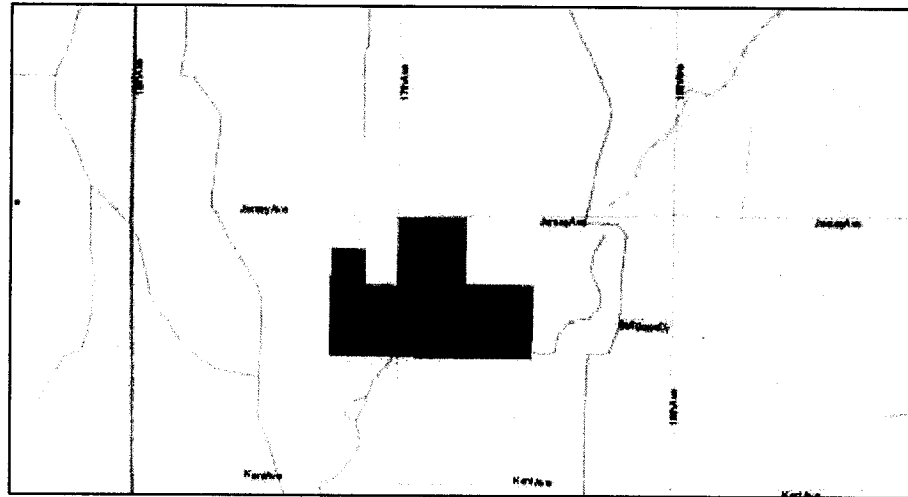
BIA Road Length	Other Federal Road Length	State Road Length	County Road Length	Local Road Length	Other Road Length
4.8	0	0	0	13.2	0

Specific Road characteristics are included in Appendix B.



Santa Rosa Rancheria

The Santa Rosa Rancheria is located in Kings County, near Lemoore, California, and is served by State Highway 41. Formal engagement and advice was provided by Clarence Atwell Jr., Tribal Chairman.



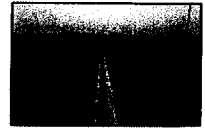
The following inventory was collected for the Santa Rosa Rancheria under the program:

28.5	27.5	96.5%	1	3.5%	33	45	4

Ownership characteristics included the following:

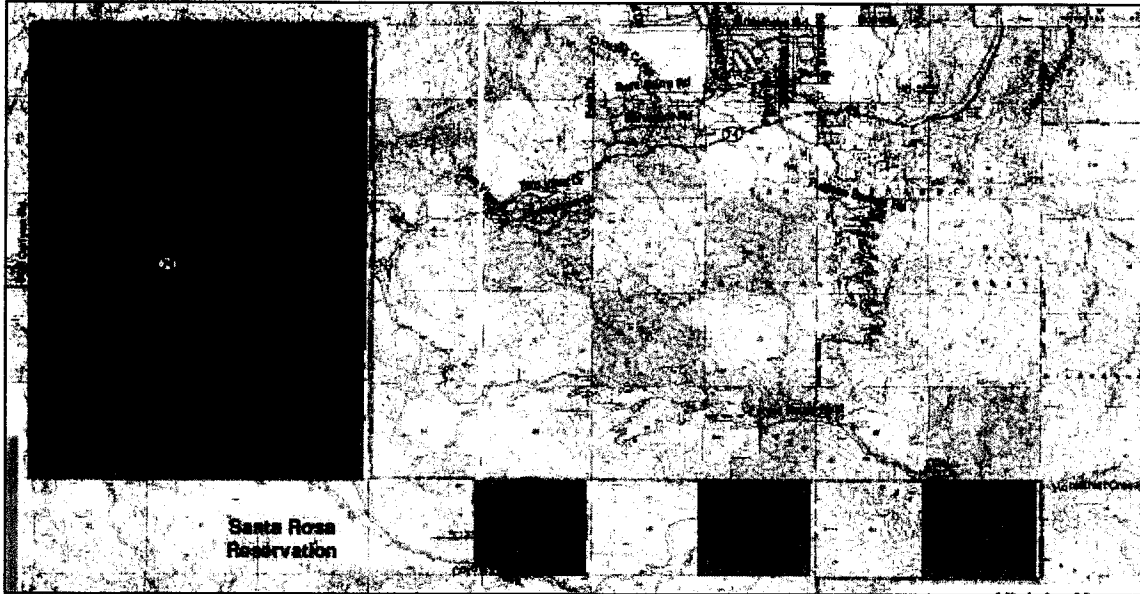
Length	Length	Length	Length	Length	Length	Length
4.7	0	4.2	1.9	17.7	0	0

Specific Road characteristics are included in Appendix B.



Santa Rosa Reservation

The Santa Rosa Reservation is located in Riverside County, near Hemet, California, and is served by State Highway 74. Formal engagement and advice was provided by Terry Hughs, Tribal Administrator.



The following inventory was collected for the Santa Rosa Reservation under the program:

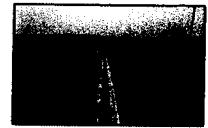
53.4	38.5	72.1%	14.9	27.9%	6	19	4
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Ownership characteristics included the following:

BIA Road Length	Tribal Road Length	State Road Length	Federal Road Length	Local Road Length	Other Road Length	Total Road Length
3.4	0.0	36.6	0.4	0	13	0

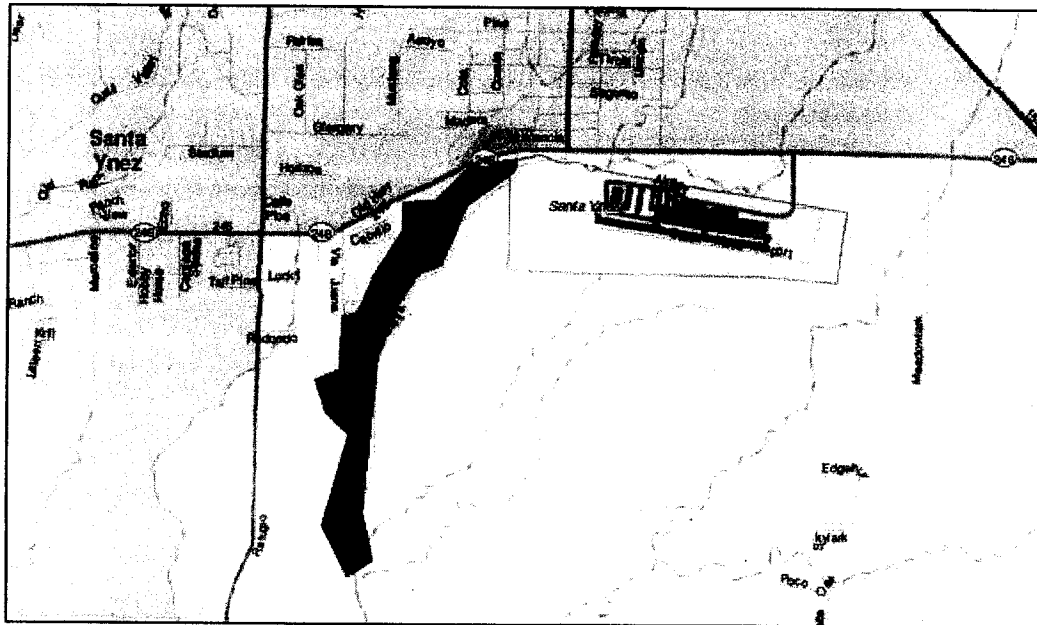
Specific Road characteristics are included in Appendix B.

California Indian Reservation Roads (IRR) Technical Report February 29, 2008



Santa Ynez Reservation

The Santa Ynez Reservation is located in Santa Barbara County, near Santa Ynez, California, and is served by State Highway 244. Formal engagement and advice was provided by William Wyatt, Environmental Director.



The following inventory was collected for the Santa Ynez Reservation under the program:

Inventory	Inventory	Inventory	Inventory	Inventory	Inventory	Inventory	Inventory
Length	Length	Percentage	Length	Percentage	Count	Count	Count
11.8	11.4	96.6%	0.4	3.4%	23	42	3

Ownership characteristics included the following:

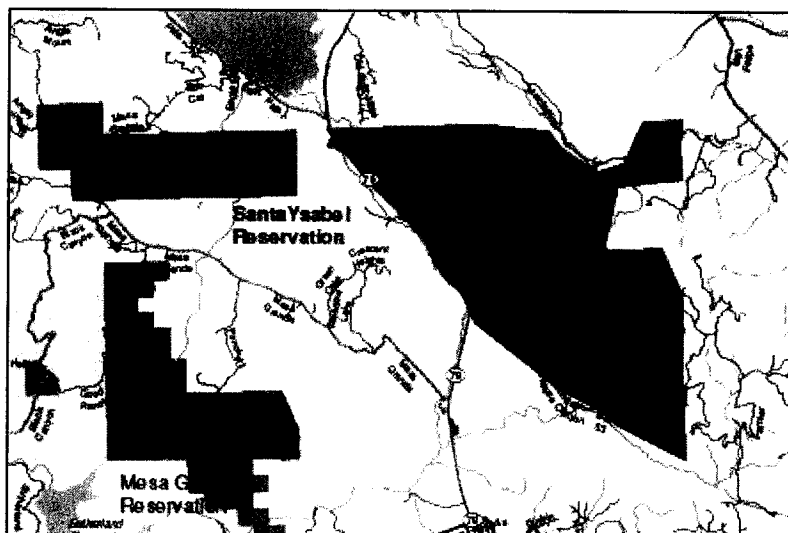
Ownership	Ownership	Ownership	Ownership	Ownership	Ownership	Ownership
Length	Length	Length	Length	Length	Length	Length
4.0	0	6.7	0	1.1	0	0

Specific Road characteristics are included in Appendix B.



Santa Ysabel Reservation

The Santa Ysabel Reservation is located in San Diego County, near Santa Ysabel, California, and is served by State Highway 79. Formal engagement and advice was provided by Rodney Kephart, EPA Officer.



The following inventory was collected for the Santa Ysabel Reservation under the program:

42.9	32.2	75.1%	10.7	24.9%	8	24	3
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Ownership characteristics included the following:

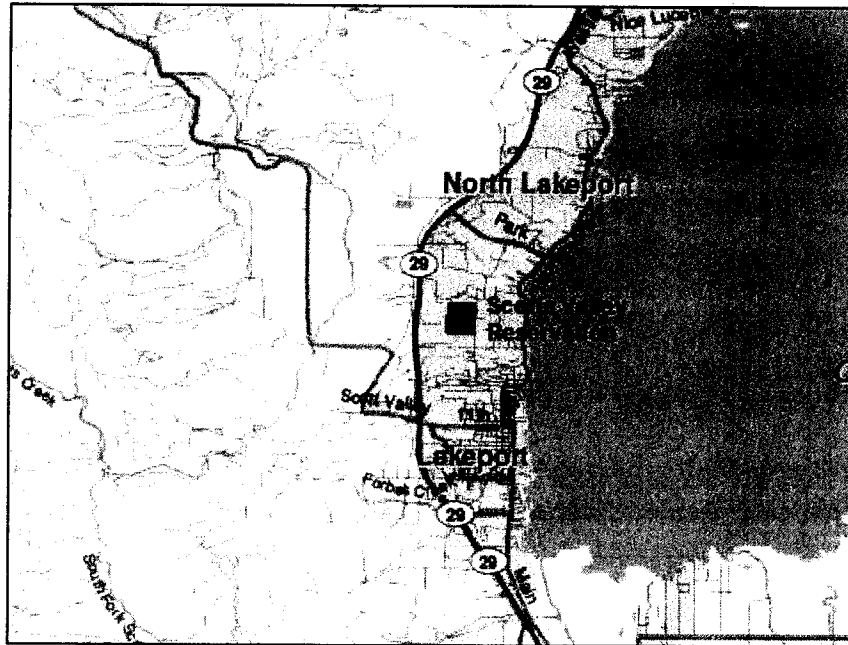
BLM Road Length	County Road Length	State Road Length	Other Road Length	County Road Length	Federal Road Length	Other Road Length
12.9	0	11.6	0	18.4	0	0

Specific Road characteristics are included in Appendix B.



Scotts Valley Band of Pomo Indians

The Scotts Valley Rancheria is located in Lake County, near Lakeport, California, and is served by State Highway 29. Formal engagement and advice was provided by Donald Arnold, Tribal Chairman.



The following inventory was collected for the Scotts Valley Rancheria under the program:

Total Road Miles	Number of Miles	Percentage of Miles	Number of Miles	Percentage of Miles	Number of Miles	Number of Miles	Number of Miles
21.1	21	99.5%	0.1	0.5%	16	23	3

Ownership characteristics included the following:

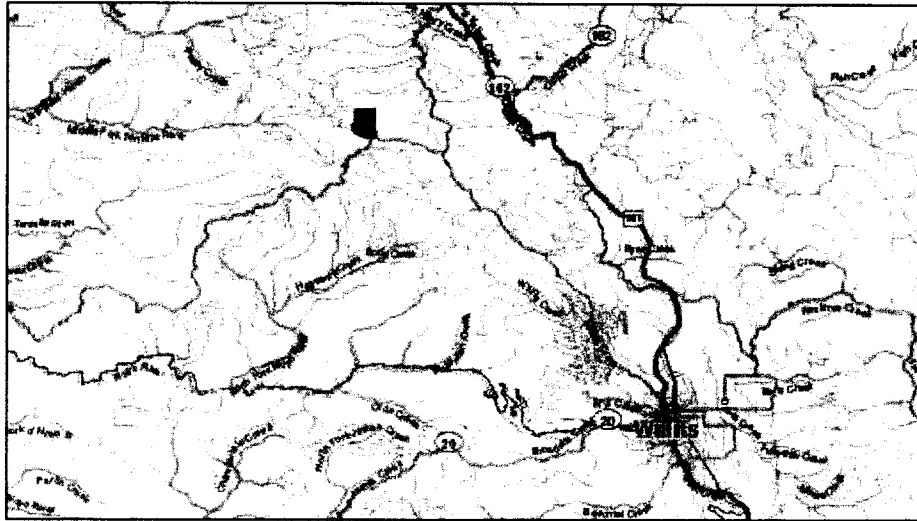
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	11.5	2.8	6.7	0	0.1

Specific Road characteristics are included in Appendix B.



Sherwood Valley Rancheria

The Sherwood Valley Rancheria is located in Mendocino County, near Willits, California, and is served by US Highway 101. Formal engagement and advice was provided by Michael Fitzgerald, Tribal Chairman.



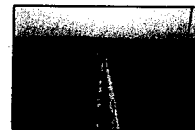
The following inventory was collected for the Sherwood Valley Rancheria under the program:

24.5	21.1	86.1%	3.4	13.9%	26	44	9
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Ownership characteristics included the following:

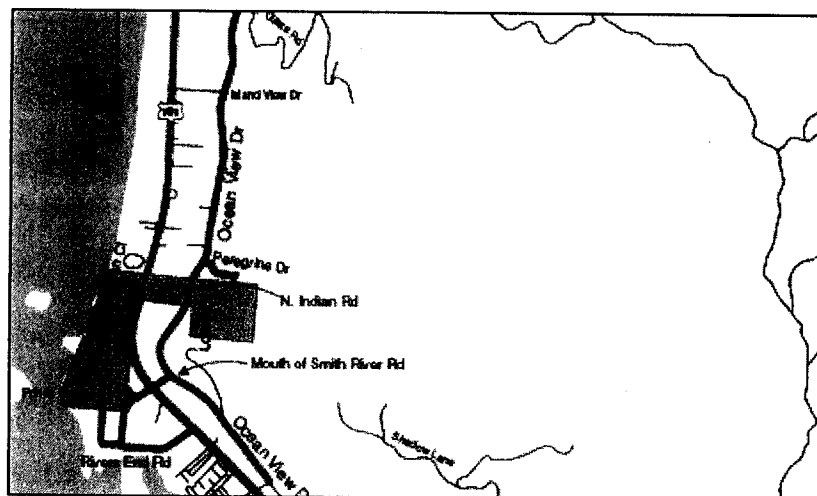
BLM Road Length	Local Road Length	State Road Length	County Road Length	Federal Road Length	Other Road Length
1.1	1.1	2.7	1.6	18	0

Specific Road characteristics are included in Appendix B.



Smith River Rancheria

The Smith River Rancheria is located in Del Norte County, near Smith River, California, and is served by US Highway 101. Formal engagement and advice was provided by Russ Crabtree, Tribal Administrator.



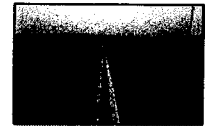
The following inventory was collected for the Smith River Rancheria under the program:

16.49	16.49	100.0%	0	0.0%	17	27	5
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Ownership characteristics included the following:

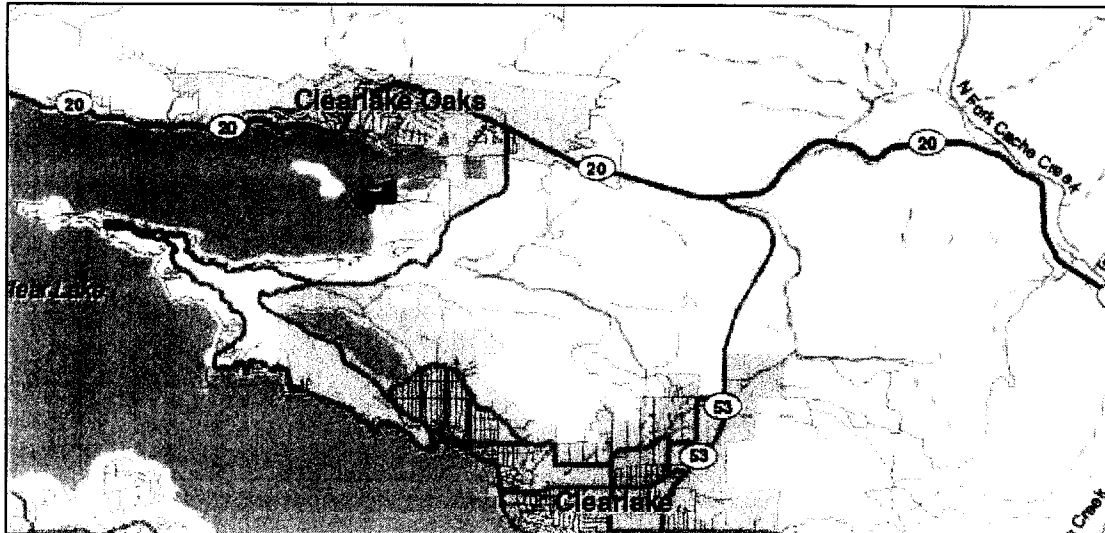
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0.1	3.9	0	12.49	0	0

Specific Road characteristics are included in Appendix B.



Sulphur Bank Rancheria

The Sulphur Bank Rancheria is located in Lake County, near Clearlake Oaks, California, and is served by State Highway 20. Formal engagement and advice was provided by Jim Brown, Council Member.



The following inventory was collected for the Sulphur Bank Rancheria under the program:

52.9	52.9	100.0%	0	0.0%	15	35	5

Ownership characteristics included the following:

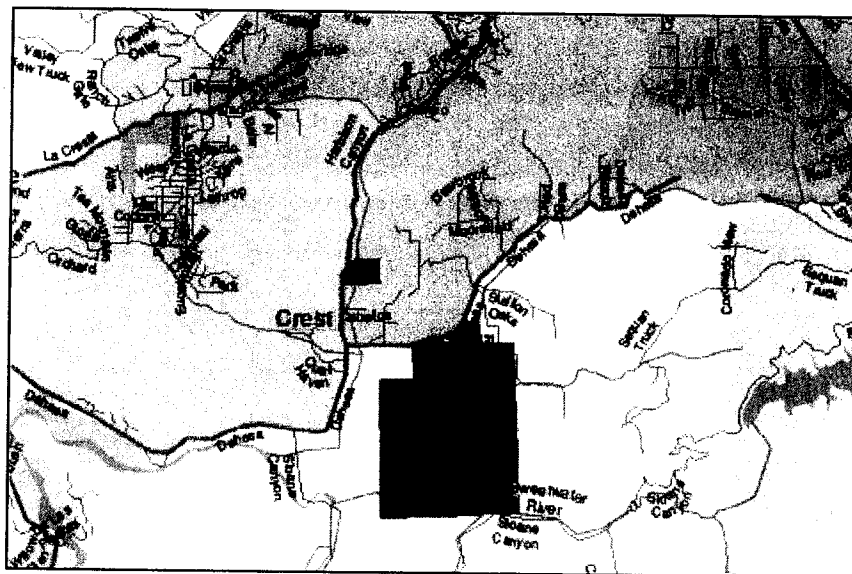
BIA	Indian	State	Local	County	Other	Other
Length	Length	Length	Length	Length	Length	Length
0	0	31.5	11	10.4	0	0

Specific Road characteristics are included in Appendix B.



Sycuan Reservation

The Sycuan Reservation is located in San Diego County, near El Cajon, California, and is served by Interstate 8. Formal engagement and advice was provided by Syd Morris, Tribal Administrator.



The following inventory was collected for the Sycuan Reservation under the program:

49.2	41.2	83.7%	8	16.3%	8	28	2
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Ownership characteristics included the following:

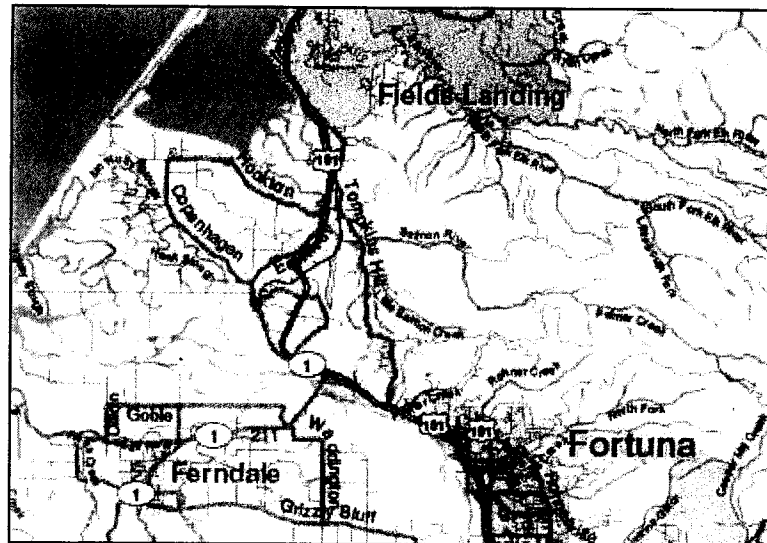
BIA Road Length	Tribal Road Length	State Road Length	Local Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	0	0.5	24.1	0	0

Specific Road characteristics are included in Appendix B.



Table Bluff Rancheria

The Table Bluff Rancheria is located in Humboldt County, near Loleta, California, and is served by US Highway 101. Formal engagement and advice was provided by Cheryl A. Seidner, Tribal Chairwoman.



The following inventory was collected for the Table Bluff Rancheria under the program:

43.8	43.7	99.8%	0.1	0.2%	14	41	14
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Ownership characteristics included the following:

BIA	State	County	Urban	County	Federal	Other
Length	Length	Length	Length	Length	Length	Length
0.4	0.1	26.6	0	16.7	0	0

Specific Road characteristics are included in Appendix B.

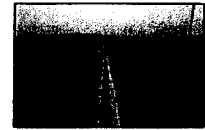


Table Mountain Rancheria

The Table Mountain Rancheria is located in Fresno County, near Friant, California, and is served by State Highway 41. Formal engagement and advice was provided by Ms. Red Tomahawk, Roads Coordinator.



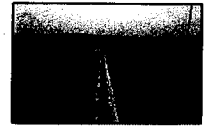
The following inventory was collected for the Table Mountain Rancheria under the program:

99.5	99.5	100.0%	0	0.0%	18	80	24

Ownership characteristics included the following:

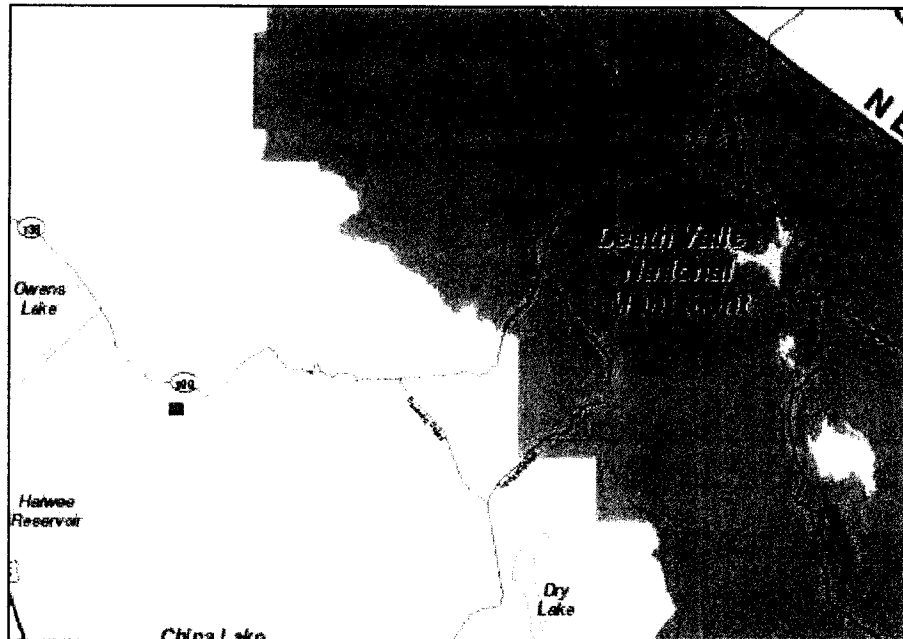
RIA	TRIP	State	County	Local	Other	Other
Length	Length	Length	Length	Length	Length	Length
0	0	63.6	0.7	35.2	0	0

Specific Road characteristics are included in Appendix B.



Timbisha Shoshone Indian Tribe

The Timbisha Reservation is located in Inyo County, near Death Valley, California, and is served by US Highway 395. Formal engagement and advice was provided by Joe Kennedy, Chairman.



The following inventory was collected for the Timbisha Reservation under the program:

Total Miles	BIA Miles	State Miles	County Miles	Federal Miles	Number of Miles		
					Roads	Segments	Nodes
407.6	394.1	96.7%	13.5	3.3%	19	31	1

Ownership characteristics included the following:

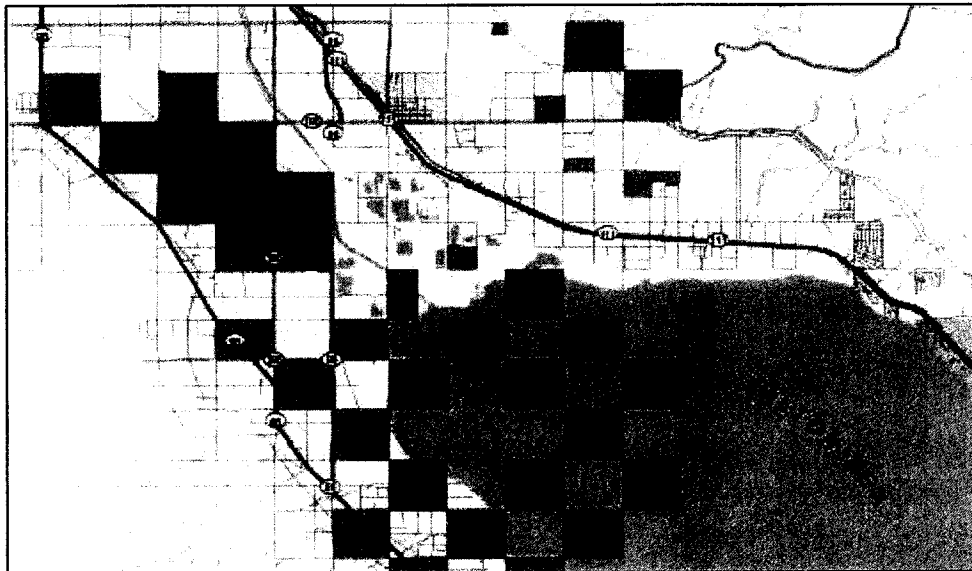
BIA Road Length	County Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	218.1	0	22.8	163.8	0	0

Specific Road characteristics are included in Appendix B.



Torres-Martinez Reservation

The Torres-Martinez Reservation is located in Riverside and Imperial Counties, near Thermal, California, and is served by State Highway 86. Formal engagement and advice was provided by Joe Loya, Tribal Resource Manager.



The following inventory was collected for the Torres-Martinez Reservation under the program:

Total Miles	Reserve Miles	Reserve Percentage	Non-Reserve Miles	Non-Reserve Percentage	Reserve Segments	Non-Reserve Segments	Total Segments
110	96.9	88.1%	13.1	11.9%	49	181	61

Ownership characteristics included the following:

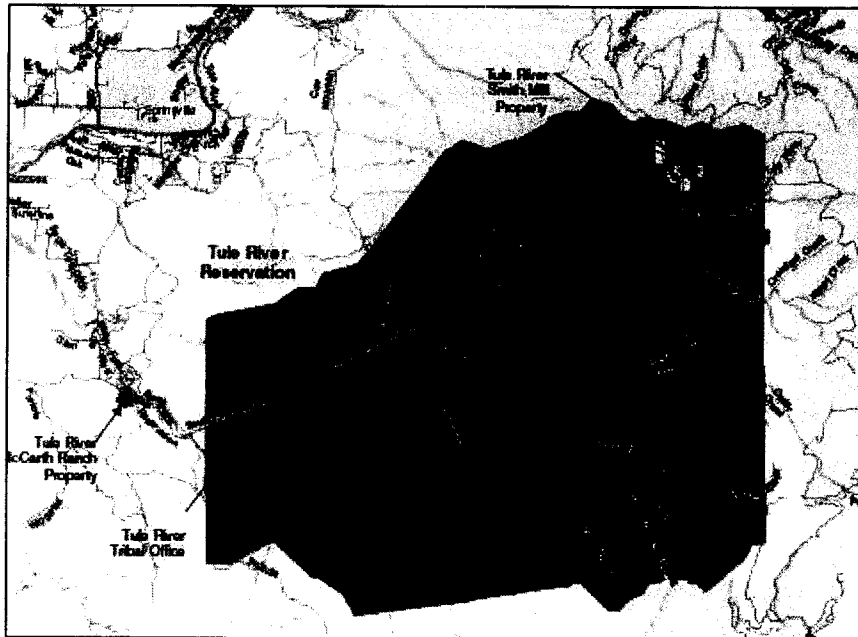
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
2.3	1.9	55.7	0	47.8	2.3	0

Specific Road characteristics are included in Appendix B.



Tule River Reservation

The Tule River Reservation is located in Tulare County, near Porterville, California, and is served by State Highway 190. Formal engagement and advice was provided by Joey Martinez, Roads Coordinator.



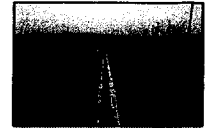
The following inventory was collected for the Tule River Reservation under the program:

					Roads	Sections	Segments
29.7	27.4	92.3%	2.3	7.7%	20	32	5

Ownership characteristics included the following:

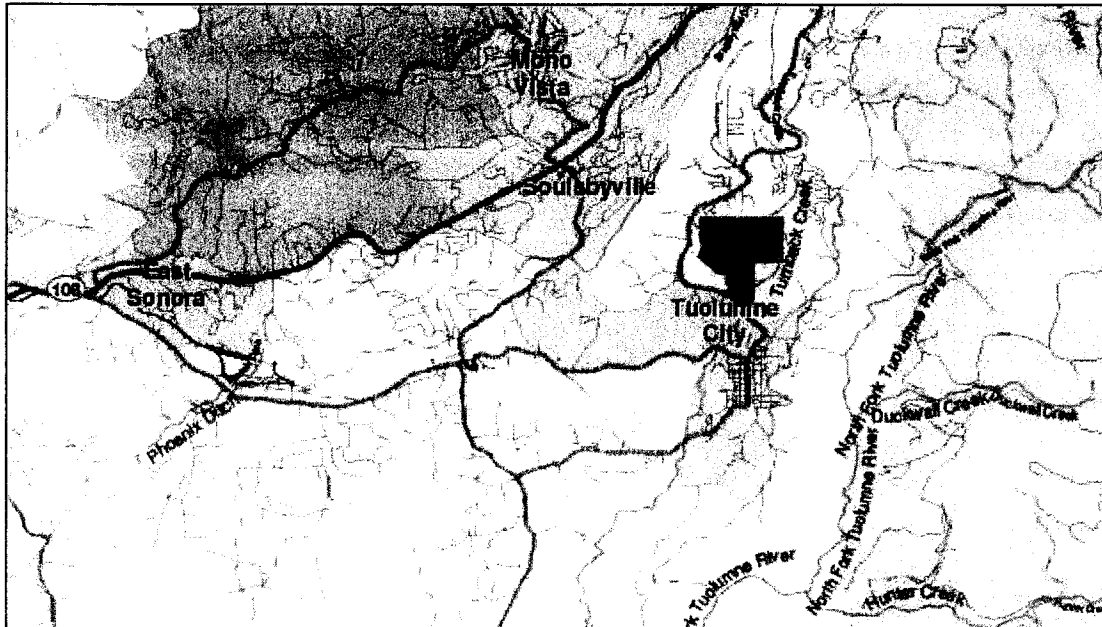
BIA Road Length	State Road Length	County Road Length	Other Road Length	Federal Road Length	Other Road Length
2.4	1.2	11.4	1.4	13.3	0

Specific Road characteristics are included in Appendix B.



Tuolumne Rancheria

The Tuolumne Rancheria is located in Tuolumne County, near Tuolumne, California, and is served by State Highway 108. Formal engagement and advice was provided by Kevin Day, Chairman



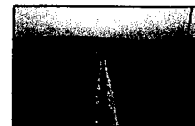
The following inventory was collected for the Tuolumne Rancheria under the program:

Total Miles	Inventory Miles	Percentage	Number of Miles	Percentage	Number of Miles	Number of Miles	Number of Miles
39.3	39.3	100.0%	0	0.0%	7	23	7

Ownership characteristics included the following:

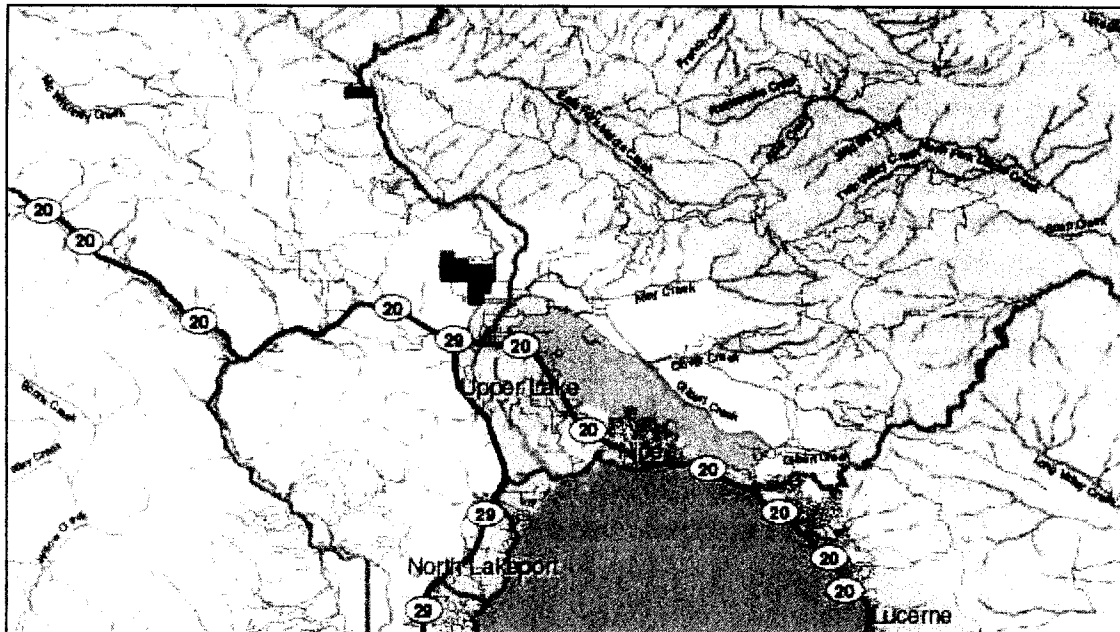
BIA Road Length	Tribal Road Length	State Road Length	Urban Road Length	County Road Length	Federal Road Length	Other Road Length
0	0	20.5	0	18.8	0	0

Specific Road characteristics are included in Appendix B.



Upper Lake Rancheria

The Upper Lake Rancheria is located in Lake County, near Upper Lake, California, and is served by State Highway's 20 and 29. Formal engagement and advice was provided by Carmella Icaey-Johnson, Chairperson.



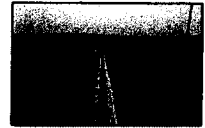
The following inventory was collected for the Upper Lake Rancheria under the program:

Upper Lake Rancheria							
State Highway	County Road	Local Road	Other Road	Unimproved Road	Total Road Length (miles)	Total Road Length (miles)	Total Road Length (miles)
17.9	17.9	100.0%	0	0.0%	16	32	7

Ownership characteristics included the following:

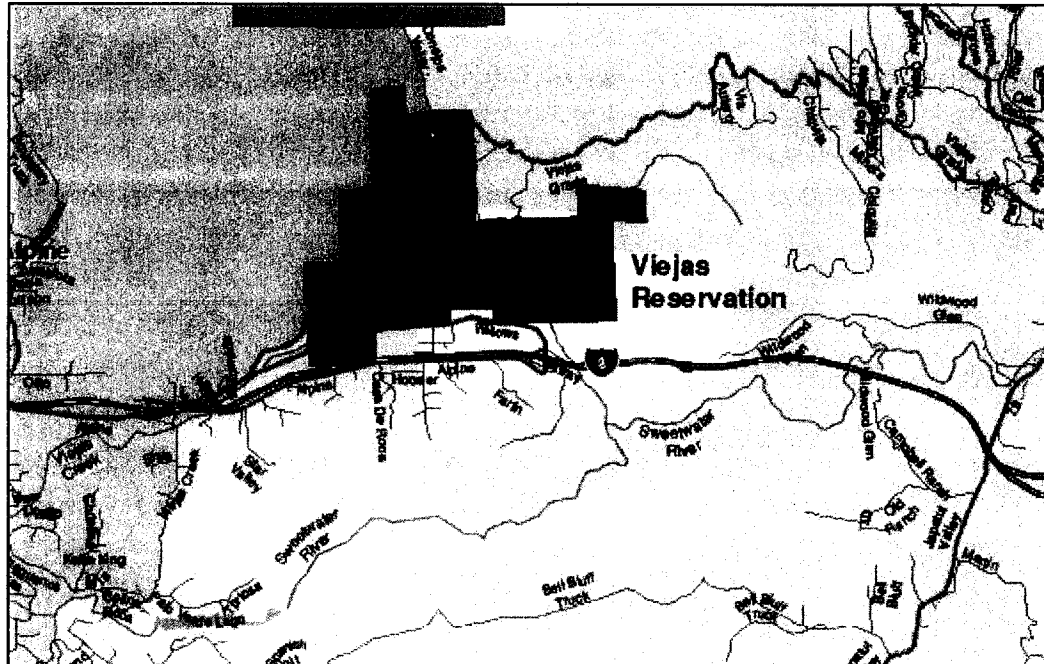
State	County	Local	Urban	County	Federal	Other
Road Length	Road Length	Road Length	Road Length	Road Length	Road Length	Road Length
0	0.1	12.3	0	5.5	0	0

Specific Road characteristics are included in Appendix B.



Viejas Reservation

The Viejas Reservation is located in San Diego County, near Alpine, California, and is served by Interstate 8. Formal engagement and advice was provided by Jim Reed, Director of Public Works.



The following inventory was collected for the Viejas Reservation under the program:

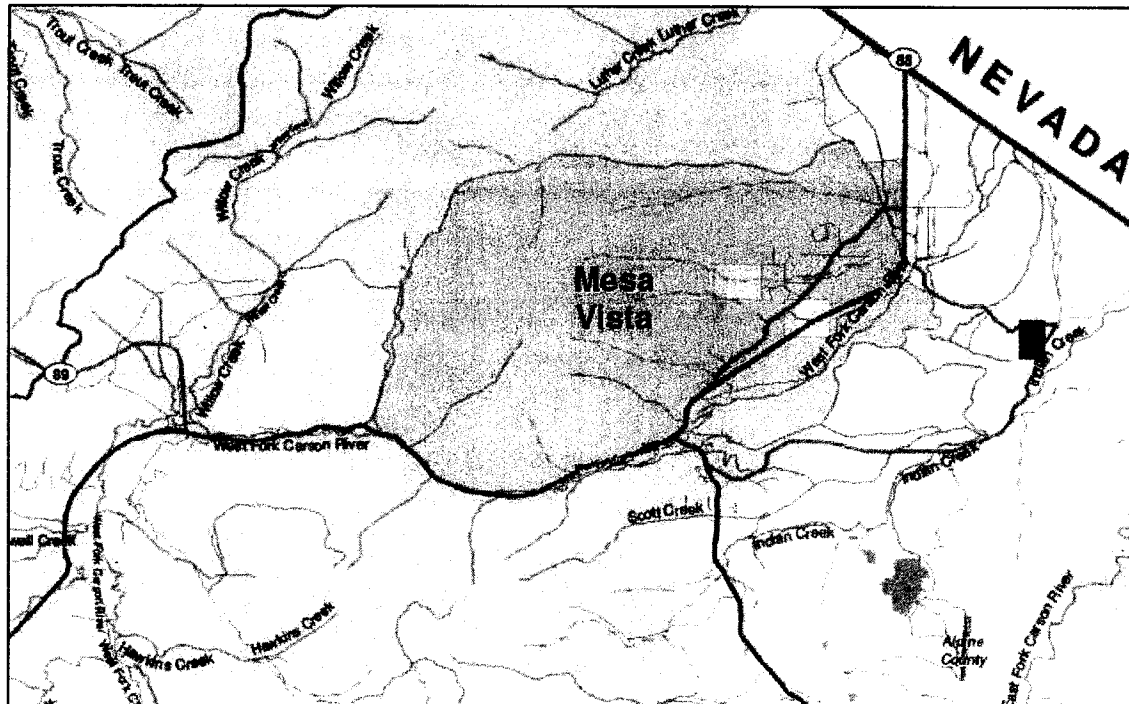
Number of Miles	Total Road Length (Miles)	Percentage of Road Length	Number of Miles	Percentage of Road Length	Number of Roads	Number of Sections	Number of Bridges
9	8.4	93.3%	0.6	6.7%	5	13	2

Ownership characteristics included the following:

BIA Road Length	State Road Length	County Road Length	Local Road Length	Other Road Length	Other Road Length	Other Road Length
0	0	0	0	6	3	0

Specific Road characteristics are included in Appendix B.

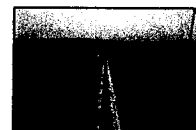
The Washoe Reservation is located in California and Nevada. Only the Woodsford Community was inventoried on the California side. Data collected was submitted to the Southwest Region of BIA in Phoenix. Formal engagement and advice was provided by Chairman Waldo Walker.



284.9	279.3	98.0%	5.6	2.0%	31	117	37
-------	-------	-------	-----	------	----	-----	----

Blue Pond Length	Black Pond Length	Yellow Pond Length	Red Pond Length	Green Pond Length	Neutral Pond Length	Other Pond Length
1.1	0	252.1	0	31.7	0	0

88



6. Conclusions and Suggestions for Further IRR Inventory

After conducting an extensive literature search, we found that Tribal transportation programs in California are not a well-studied subject. In addition, several recent national reports we examined provided only limited information of the IRR program for California Tribes.⁹

This report begins to fill that gap. It is a collection of information and data that can be used in transportation planning to improve safety, mobility, and reliability of existing and future state, local, and Tribal transportation systems. Furthermore, it helps develop the collaboration, coordination and partnerships necessary to achieve these goals.

It provides a “snap shot” set of profiles of individual Tribal transportation systems, allowing for the continued and expanded coordination by transportation planning agencies in California affecting Tribes such as regional transportation planning agencies, county and city governments.

Generalizations of trends and issues must be avoided with regard to Tribal transportation. Each Tribe has its own unique culture, history, geographic considerations, population density and size, and extent of road mileage and other transportation facilities. Based on the meetings held with the 77 Tribes who participated in this project, it was observed that;

- Some Tribes fear a reduction of their sovereignty. They are concerned that as a result of trends in federal judicial opinions and the opening of Tribal roads to public use by adding roads to the IRR inventory will diminish their ability to exert jurisdiction over non-members will be diminished.
- State transportation agencies and Tribal transportation programs are finding new ways to cooperate, and several counties have established liaisons to work with Tribes. Tribes want to cooperate with such agencies within an atmosphere of respect for Tribal sovereignty. In fact, this report is a partnership of Caltrans, the BIA, and individual Tribes.
- Funding for road maintenance appears to be almost universally inadequate in California; a problem solved in selected cases only by Tribes that are in a financial position to contribute independent funding to supplement the funds available from the BIA.
- The profiles of Reservations inventoried suggest situations where dangers could be presumed to exist in respect to pedestrian and bicycle use. A majority of roads inventoried on or near Tribal lands do not have pedestrian or bicycle facilities.

Transportation and the IRR system lacks parity for California Tribes in comparison with other Tribes throughout the nation. Based on our engagement meeting with the Tribes, many Tribal officials requested additional data collection for many more roads and bridges for inclusion into the IRR system, but due to the short time frame and extensive review process, many requests were unable to be accommodated.

⁹ *Tribal Transportation Programs - A Synthesis of Highway Practice*, American Planning Association, Transportation Research Board, 2007.

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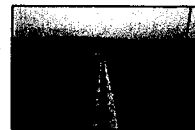
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Glossary

23 United States Code (U.S.C.) Sections 202 - this is the law regarding allocation of Highway Trust Funds for the Federal Lands Highway Program including the IRR Program.

23 U.S.C. Sections 204 - this is the law regarding the administration of the Federal Lands Highway Program including the IRR Program.

25 Code of Federal Regulation (CFR) Part 170 - contains rules for the administration of the IRR Program by the Bureau of Indian Affairs (BIA).

Allocations - an administrative distribution of funds from the Federal Highway Administration to the BIA.

Annual Funding Agreement - is a negotiated annual written funding agreement between a Self-Governance Indian Tribal Government (ITG) and the Secretary of the Interior, authorizing the ITG to plan, conduct, consolidate, and administer programs, services, functions, and activities or portions thereof previously administered by the Department of the Interior through the BIA, and other programs for which appropriations are made available for the ITG through the Secretary of the Interior from agencies other than Department of the Interior (DOI).

Appropriation - authorization of funding expenditures from Congress.

Authorization - basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds that can be appropriated for that program

BIA Classification of Roads - an identification of specific roads or trails that take into account current and future traffic generators, and relationships to connecting or adjacent BIA, State, county, Federal, and/or local roads.

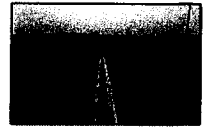
BIA/FHWA Memorandum of Agreement - an agreement between the BIA and the FHWA which contains mutually agreeable roles and responsibilities for the administration of the IRR and Highway Bridge Replacement and Rehabilitation programs.

BIA Roads System - those existing and proposed roads for which the BIA has or plans to obtain legal right(s)-of-way. This includes only roads for which the BIA has the primary responsibility to construct, improve, and maintain.

Bridge Management System - a systematic process that provides, analyzes, and summarizes bridge information for use in selecting and implementing cost-effective bridge construction, rehabilitation, and maintenance programs

Direct Funding - funds transferred directly from the Secretary of the Interior to the ITG upon request for programs contracted or compacted under P.L. 93-638 as amended.

Caltrans - The California Department of Transportation is the state agency responsible for highway, bridge, and rail transportation planning, construction, and maintenance.



Highway Bridge Replacement and Rehabilitation Program (HBRRP) - established under 23 U.S.C., Section 144, to enable the several states to replace and rehabilitate highway bridges when it is determined that the bridge is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Indian Lands - Indian reservation or Indian trust land or restricted Indian land which is not subject to fee title alienation without the approval of the Federal Government, or Indian and Alaska Native villages, group, or communities in which Indians and Alaskan Natives reside, whom the Secretary of the Interior has determined are eligible for services generally available to Indians under Federal laws specifically applicable to Indians.

Indian Reservation Roads (IRR) - public roads that are located within or provide access to an Indian reservation or Indian trust land or restricted Indian land which is not subject to fee title alienation without the approval of the Federal Government, or Indian and Alaska Native villages, group, or communities in which Indians and Alaskan Natives reside, whom the Secretary of the Interior has determined are eligible for services generally available to Indians under Federal laws specifically applicable to Indians. Roads on the BIA Road System are also IRR roads.

IRR Inventory - an inventory of roads which meet the following criteria: a) public roads strictly within reservation boundaries, b) public roads that provide access to lands, to groups, villages, and communities in which the majority of residences are Indian, c) public roads that serve Indian lands not within reservation boundaries, and d) public roads that serve recognized Indian groups, villages, and isolated communities not located within a reservation.

IRR Program Stewardship Plan - the plan which details the roles and responsibilities of the BIA, FHWA and ITGs in the administration and operation of the IRR Program.

IRR Road/Bridge Inventory - an inventory of BIA owned IRR and bridges.

IRR Transportation Planning Funds - funds provided under 23 U.S.C., Section 204 (j), for transportation planning by ITGs.

Indian Tribe - any Indian or Alaska Native Tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, 25 U.S.C. 479a.

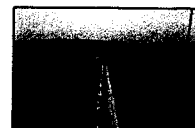
Indian Tribal Government (ITG) -Duly formed governing body of an Indian Tribe.

Intermodal - the ability to connect, and make connections between the various modes of transportation, including but not limited to, automobile, motorcycle, truck, bus, train, plane, bicycle, pedestrian, boat, and ship.

Land Use Plan - a plan which establishes strategies for the use of land to meet identified community needs.

Long-Range Transportation Plan - a plan which establishes strategies for transportation improvements to meet identified community needs.

Memorandum of Agreement and/or Understanding - an agreement between or among two or more entities which defines roles, responsibilities, funding and reporting requirements as well as deliverables.



Metropolitan Planning Organization (MPO) - the forum for cooperative transportation decision-making for the metropolitan planning area.

Native American Liaison Branch – Created in 1999 in the Department of Transportation (Caltrans) to serve as a liaison between the Caltrans, federal, state, local and regional transportation agencies to establish and maintain government-to-government working relationships with Tribal Governments throughout California.

Pavement Management System - a systematic process that provides, analyzes, and summarizes pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs. Pavement includes all road surface types including paved, gravel, and improved or unimproved earth.

P.L. 93-638 - Indian Self-Determination and Education Assistance Act, as amended - the response by Congress, in recognition of the unique obligation of the United States, to the strong expression of the Indian people for self-determination, assuring maximum Indian participation in the direction of education as well as other Federal services for Indian communities so as to render such programs and services more responsive to the needs and desires of Indian communities.

Relative Need Formula - an allocation formula used by BIADOT to distribute construction funds to the 12 BIA area offices.

Regional Planning Organization (RPO) - an organization that performs planning for multi-jurisdictional areas. MPOs, regional councils, economic development associations, rural transportation associations are examples of RPOs.

Statewide Transportation Improvement Program (STIP) - a staged multi-year, statewide, intermodal program of transportation projects which is consistent with the statewide transportation plan and planning processes.

Tribal Lands - land held in trust for Indian people, restricted Indian land which is not subject to fee title alienation without the approval of the Federal Government, and fee lands owned by Tribal governments.

Tribal Priority List - a list of transportation projects which the ITG considers a high priority.

Tribal Technical Assistance Program (TTAP) Center - these centers are responsible for providing transportation assistance to Native Americans that includes, but is not limited to, circuit rider programs, providing training on intergovernmental transportation planning and project selection, and tourism recreation travel.

Tribal TIP - a multi-year, financially constrained, list of proposed transportation projects to be implemented within or providing access to Indian country during the next 3-5 years. It is developed from the Tribal priority list.

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Appendix A – Engagement Letter Example

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WINZLER & KELLY
CONSULTING ENGINEERS

January 02, 2007

The Honorable Chairperson Acebedo
Jamul Indian Village
13910 Lyons Valley Rd, Suite R
Jamul, CA 91935

Re: IRR Inventory Update

Dear Chairman Acebedo:

This letter is a follow up to my phone conversation with you this morning regarding the upcoming road inventory process we will be conducting in your area beginning February 12th. Attached you will find three lists of roads. The first list includes roads that the BIA currently recognizes as routes on the Jamul Tribe's transportation system. The second list includes roads that we have identified as eligible routes that are currently missing from the Tribe's system. The third list displays routes for which we recommend traffic studies.

Please confirm the second list. Remove any roads from this list that the Tribe does not want added, and supplement the list with any roads that should be added. Please return your amended list via email or fax by January 8th (RobertHolmlund@W-and-K.com) or (707-444-8330). Also, please forward any traffic studies you have available so we can supplement your inventory with the most up-to-date traffic data.

Jay Wright, Director of our field staff, will be available to meet with you at 11:00am on February 12th at your Tribal offices. At that meeting, he will review the roads to be inventoried and will answer any questions you may have. He will then conduct an inventory of the Tribe's roadway system. In late January you will receive a CD with the majority of the necessary documents and forms required by the BIA, as well as instructions on how to complete the remaining tasks. This CD can then be sent to the BIA and your IRR inventory will be updated.

In the event that you need to explain this process to your Tribal Council, I have provided the following background information:

As you may know, funding your Tribe's roadway infrastructure is the responsibility of the BIA, which they manage through a system known as the Indian Reservation Roads (IRR) Program. You may be aware that the regulations regarding the BIA's IRR Inventory has recently changed and now allows Tribes to include roads that are outside tribal territory. Eligible off-reservation roadways include those that lead to areas of cultural, social, or economic importance to the Tribe.

The California Department of Transportation (Caltrans) has contracted Winzler & Kelly Consulting Engineers to assist you and other Tribes in your area to update your transportation

Lee Acebedo
January 02, 2007
Page 2

inventory. There is no cost to your Tribal Government. Winzler & Kelly will complete several of the necessary tasks and provide guidance on the remaining tasks.

Based on data provided by Caltrans, the BIA, and the RTA, we have confirmed that the BIA's inventory for your Tribe is currently incomplete. Per our research, several roads that are eligible for inclusion are currently missing. This means your Tribe is not receiving the full transportation funding for which you are eligible. Your transportation funding is likely to increase if the BIA's inventory is updated.

Through extensive pre-planning, our staff will be prepared to conduct inventories when they arrive. Pre-planning is a critical component to the IRR Inventory update process. Pre-planning includes identifying all potential roads which the Tribe desires to include in the Inventory.

Following the inventory, we will create a package per BIA specifications. You will receive these items on a CD in several months. At that time you can follow the instructions to complete the package and mail it to the BIA and your inventory will be official updated. Bob Ulibarri, Robert Holmlund, and Jay Wright of Winzler & Kelly will be available to assist you in any step of the process.

Please call with any questions.

Sincerely,



Robert Holmlund

RCH

Enclosure: A list of roads that are currently on the IRR system and a list roads eligible for inclusion on the IRR system.

ATTACHMENT 1: CURRENTLY EXISTING ROUTES ON BIA RIFDS SYSTEM

The following routes were identified as currently existing on the BIA's RIFDS system:

Route #	Name	Ownership	Length	Current ADT on RIFDS
0390	Reservation Rd	Tribe	0.35	Default

The following routes have been identified as eligible for inclusion to the IRR system for the Jamul Tribe, but which are not currently on the BIA's RIFDS system. Please delete roads that the Tribe does not want added to the system and add additional roads to this list that should be added to the system. Return this document by January 8th.

Route #	Name	Ownership	Length	Estimate ADT from 1997 Inv.
Unk	Loop Rd	Tribe	0.1	50
SR-94	Campo Rd	State	10	5000 (1992)
F-14	Lyons Valley Rd	County	5	N/A

In addition to the IRR inventory update process described above, the Jamul Tribe may identify one route to be subject of traffic count studies. Based on our analysis, we recommend traffic studies for the following route. No more than one route can be studied in the allotted time. Please verify or alter this list and return it to Winzler & Kelly by January 8th.

Route #	Route Name	Specific Location
F-14	Lyons Valley Rd	At intersection w/SR-94 East of Reservation

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Appendix B – Specific Road Profile



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Alturas Indian Rancheria of California

Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner	Highway Number	Local	Paved	Condition	Length (mi)	Width (ft)	Year
County (5)	County Rd 115	1		C115	Rural Local	Paved	Fair	6.3	24	2004
County (5)	County Rd 170	1		C170	Rural Local	Gravel	Fair	1.3	16	
County (5)	County Rd 56	2		C056	Rural Local	Paved	Good	2.7	24	2005
County (5)	County Rd 57	2		C057	Rural Local	Gravel to Paved	Good	6.6	24	
County (5)	County Rd 59	1		C059	Rural Local	Paved	Fair	2.0	24	
County (5)	County Rd 59A	1		C59A	Rural Local	Paved	Fair	1.0	18	
County (5)	County Rd 59B	1		C59B	Rural Local	Paved	Good	2.2	24	
County (5)	County Road 189	1		C189	Rural Local	Paved	Good	1.0	24	
County (5)	CR-54, Centerville Rd	11		C054	Rural Major Collector	Paved	Good	20.7	24	
County (5)	CR-60, Westside Rd	5		C060	Rural Local	Paved	Good	16.7	24	
Federal (7)	Modoc USFWLS Access Rd	2		F002	Rural Local	Gravel to Paved	Good	0.8	12 to 24	
Federal (7)	USFWLS Service A	1		F001	Rural Local	Gravel	Fair	1.0	10	
Urban (4)	Carlos St	1		I001	City Minor Arterial	Paved	Very Good	0.6	44	

Appendix A: Long Range Transportation Plan Master Inventory

Agua Caliente Indian Reservation of California

Indian Reservation Road System

Ownership	Road Name	Length (mi)	Width (ft)	Surface	Condition	Speed (mph)	Volume (ADT)	Notes
County (5)	Rio Del Sol Rd	2			Paved	Fair - Good	1.6	24
County (5)	Tipton Rd	3			Paved	Fair	2.7	24
County (5)	Varner Rd	8			Paved	Fair - Good	9.1	32 to 60
County (5)	Whitewater Cutoff Rd	3			Paved	Fair	0.9	24
State (3)	SR-111 Palm Canyon Drive	34	111		Paved	Good	18.9	48 to 60
Tribe (2) & Urban (4)	S Palm Canyon	4			Paved	Good to Very Good	5.1	12 to 60
Tribe (2) & Urban (4)	Tramway Rd	5			Paved	Fair - Good	3.8	25
Urban (4)	30th Ave	5			Paved	Very Good	2.4	36 to 54
Urban (4)	34th Ave	1			Paved	Very Good	0.4	32
Urban (4)	Acanto Dr	1			Paved	Good	0.5	30
Urban (4)	Airport Center Dr	1			Paved	Very Good	0.5	32
Urban (4)	Alejo Rd	2			Paved	Good	2.3	24 to 48
Urban (4)	Aniado Rd	6			Paved	Good	1.7	48 to 54
Urban (4)	Andreas Rd	2			Paved	Good	0.6	45 to 54
Urban (4)	Arenas Rd	6			Paved	Fair - Good to Very Good	1.4	24 to 60
Urban (4)	Avenida Caballeros	3			Paved	Good	3.0	60
Urban (4)	Avenida Maravilla	2			Paved	Very Good	2.3	36
Urban (4)	Baristo Rd	5			Paved	Good	1.9	36 to 60
Urban (4)	Belardo Rd	6			Paved	Good to Very Good	1.7	24 to 48

Appendix A: Long Range Transportation Plan Master Inventory
 Agua Caliente Indian Reservation of California
 Indian Reservation Road System

Ownership	Road Name	Segment	Length (mi)	Width (ft)	Surface	Condition	Notes	Notes	Notes
Urban (4)	Bob Hope Dr	2			Community Streets	Paved	Very Good	3.1	52
Urban (4)	Bogert Trail	4			Community Streets	Paved	Very Good	1.9	36
Urban (4)	Calle Alvarado	2			Community Streets	Paved	Very Good	0.5	30
Urban (4)	Calle el Segundo	1			Community Streets	Paved	Good	1.0	60
Urban (4)	Calle Encilla	1			Community Streets	Paved	Fair - Good	1.0	46
Urban (4)	Calle Santa Cruz	1			Community Streets	Paved	Good	0.5	30
Urban (4)	Cathedral Canyon	3			City Collector	Paved	Good	2.4	60
Urban (4)	Cree Rd	1			Community Streets	Paved	Very Good	0.3	32
Urban (4)	Crossley Rd/Golf Club Dr	3			City Collector	Paved	Good	1.9	36 to 60
Urban (4)	Da Vall Dr	7			City Collector	Paved	Good	4.2	30 to 60
Urban (4)	Date Palm Dr	13			City Collector	Paved	Good	5.8	24 to 72
Urban (4)	Dave Kelley Rd	1			Community Streets	Paved	Good	0.5	32
Urban (4)	Dinah Shore Dr	7			City Collector	Paved	Good to Very Good	6.4	48 to 72
Urban (4)	E Avenida Granada	1			Community Streets	Paved	Very Good	0.4	60
Urban (4)	E Camino Parocela	3			Community Streets	Paved	Good	1.3	32
Urban (4)	E Escoba Rd	2			Community Streets	Paved	Very Good	0.6	36 to 54
Urban (4)	E Francis Dr	2			Community Streets	Paved	Very Good	1.5	32
Urban (4)	E Matthew Dr	1			Community Streets	Paved	Very Good	0.4	36
Urban (4)	E San Jose Rd	1			Community Streets	Paved	Good	0.2	36

Indian Reservation Road System

Ownership	Route Name									
Urban (+)	E Saturnino Rd	1			Community Streets	Paved	Good	0.5	46	
Urban (+)	E Seven Lakes Dr	1			Community Streets	Paved	Very Good	0.4	36	
Urban (+)	E Sierra Way	1			Community Streets	Paved	Very Good	0.7	36	
Urban (+)	E Waverly Dr	1			Community Streets	Paved	Good	0.5	32	
Urban (+)	El Cielo Rd	1			City Collector	Paved	Good	1.8	60	
Urban (+)	Executive Dr	1			Community Streets	Paved	Very Good	0.2	45	
Urban (+)	Farrell Dr	5			City Collector	Paved	Very Good	3.6	60	
Urban (+)	Frank Sinatra Dr	2			City Collector	Paved	Very Good	2.3	48	16689
Urban (+)	Gene Autry Trail/Palm Dr	18			City Minor Arterial	Paved	Very Good	7.0	32 to 72	26350
Urban (+)	Gerald Ford Dr	2			Community Streets	Paved	Very Good	3.0	52	19028
Urban (+)	Hermosa Dr	6			Community Streets	Paved	Good	2.1	18 to 36	
Urban (+)	Indian Av	7			City Minor Arterial	Paved	Good	6.2	32 to 60	18978
Urban (+)	La Verne Way	1			Community Streets	Paved	Good	1.2	60	
Urban (+)	Landau Rd	3			City Collector	Paved	Very Good	2.6	50 to 60	
Urban (+)	Los Alamos Rd	2			City Collector	Paved	Very Good	1.5	30	
Urban (+)	McCallum Way	1			Community Streets	Paved	Very Good	2.0	36	
Urban (+)	Mesquite Av	7			City Collector	Paved	Fair - Good to Very Good	3.3	30 to 54	6499
Urban (+)	Murray Canyon Dr	1			Community Streets	Paved	Good	1.1	54	
Urban (+)	Museum Dr	1			Community Streets	Paved	Good	0.1	44	
Urban (+)	N Via Norte	1			Community Streets	Paved	Good	0.4	24	

Indian Reservation Road System

Ownership	Route Name					Fair - Good to Good	0.8	24 to 36	
Urban (4)	Ortega Rd	2			Community Streets	Paved			
Urban (4)	Papaya Lane	1			Community Streets	Paved	0.2	24	
Urban (4)	Paseo Doretea	2			Community Streets	Paved	0.6	30 to 48	
Urban (4)	Patencio Rd	1			Community Streets	Paved	0.4	26	
Urban (4)	Perez Rd	3			City Collector	Paved	1.3	36 to 62	
Urban (4)	Plumley Rd	2			Community Streets	Paved	1.2	32	
Urban (4)	Pomegranate Lane	1			Community Streets	Paved	0.2	24	
Urban (4)	Racquet Club Dr	5			Community Streets	Paved	2.4	24 to 60	
Urban (4)	Ramon Rd	11			City Minor Arterial	Paved	8.4	36 to 72	38659
Urban (4)	Rose Av	1			Community Streets	Paved	0.6	32	
Urban (4)	S Barona Rd	2			Community Streets	Paved	0.6	30 to 54	
Urban (4)	S Calle San Fierro	4			Minor Arterial	Paved	1.9	24 to 36	
Urban (4)	S Camino Real	6			Community Streets	Paved	2.4	36 to 60	
Urban (4)	S Cerritos Dr	1			Community Streets	Paved	0.5	36	
Urban (4)	S Cherokee Way	2			Community Streets	Paved	0.4	24 to 36	
Urban (4)	S Linden Way	2			Community Streets	Paved	0.3	32	
Urban (4)	S Sierra Madre	2			Community Streets	Paved	0.5	36	

Agua Caliente Indian Reservation of California
Indian Reservation Road System

Page 5 of 6

* Numbers in brackets represent codes for the Indian Reservation Roads (IRR) RIFDS inventory system of the Bureau of Indian Affairs.

Appendix A: Long Range Transportation Plan Master Inventory
 Agua Caliente Indian Reservation of California
 Indian Reservation Road System

Ownership	Route Name	Number	Location	Community Streets	Paved	Good	0.1	36		
Urban (4)	Vine Ave	1		Community Streets	Paved	Good	0.1	36		
Urban (4)	Vista Chino Rd	5		Community Streets	Paved	Good	5.5	30 to 54	32434	
Urban (4)	W Via Lola	1		Community Streets	Paved	Fair - Good	0.4	26		
Urban (4)	W. Chino Canyon Rd	2		Community Streets	Paved	Fair - Good to Good	0.8	20 to 36		
Urban (4)	Wendy Rd	1		Rural Local	Paved	Fair	0.6	24		
Urban (4)	West Crescent Dr	1		Community Streets	Paved	Fair - Good	0.2	32		
Urban (4)	West Stevens Rd	2		Community Streets	Paved	Good	0.7	32 to 48		

Ownership	Route Name	% of Sections	Owner's Permit Number	2005 Road Rating							
County (5)	52nd Ave	3		RS08	Community Streets	Paved	Good to Very Good	4.0	34 to 42	9986	2006
County (5)	Airport Blvd	2		RS07	Community Streets	Paved	Good	3.0	30	4570	2006
County (5)	Jefferson St	1		RS06	City Collector	Paved	Excellent	1.0	72	18034	2006
County (5)	Van Buren St	2		0004	Community Streets	Paved	Good	2.0	34	3134	2006
State (3)	SR-86	1	SR76	SR86	Minor Arterial	Paved	Excellent	3.0	26	41800	2005
Urban (4)	Harrison St	2		CH86	City Minor Arterial	Paved	Excellent	2.2	26 to 52	41800	2005

Barona Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Sections	San Juan	SD01	City Collector	Paved	Very Good	0.5	58	4200	2005
County (5)	10th St	1		SD01	City Collector	Paved	Very Good	0.5	58	4200	2005
County (5)	Ashwood St	1		SD02	City Minor Arterial	Paved	Very Good	1	24	5000	2005
County (5)	Lake Jennings Park Rd	2		SD03	City Minor Arterial	Paved	Very Good	2.3	36 to 54	13900	2005
County (5)	Mapleview St	2		SD04	City Minor Arterial	Paved	Very Good	1.2	36 to 48	15400	2005
County (5)	San Vicente Rd	4		SD05	City Minor Arterial/Rural Major Collector	Paved	Good to Very Good	3.6	24 to 60	14200	2005
County (5)	Wildcat Canyon Rd	5		0053	Rural Major Collector	Paved	Good to Very Good	12.3	24 to 40	27300	2005
State (3)	1-8	9	18	0018	Major Arterial	Paved	Excellent	9.6	56	136000	2005

Ownership	Route Name	County	Section	Segment	C001	Rural Major Collector	Paved	Very Good	30.4	24	1504	2006
County (5)	Benton Crossing Rd	3				Rural Major Collector	Paved	Very Good				
County (5)	Black Rock Mine Rd	2			C005	Rural Local	Paved	Fair	8.2	18 to 24	Default	
County (5)	Bramlett Ranch Rd	1			C004	Rural Local	Gravel	Good	1.7	24	Default	
County (5)	Cattle Drive Rd	1			C002	Rural Local	Gravel	Good	1.7	24	Default	
County (5)	Chidago Canyon Rd	1		3S53	C006	Rural Local	Gravel	Very Good	14.5	24	Default	
County (5)	Foothill Rd	1			C003	Rural Local	Gravel	Good	4.2	24	Default	
County (5)	Yellow Jacket Rd	1		3V02	0217	Rural Local	Gravel	Good	7.3	24	Default	
State (3)	SR-120	1		SR120	S120	Minor Arterial	Paved	Excellent	45.5	24	640	2006
State (3)	SR-6	6		SR06	S006	Minor Arterial	Paved	Excellent	38.7	24	4500	2006

Big Lagoon Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Geographic Area	Section	Material	Condition	20	Default		
County (5)	A Rd	1	3P033	C002	Rural Local	Gravel	Fair	0.3	20	Default
County (5)	Big Lagoon Park Ext	1	3P030	C003	Rural Local	Paved	Fair	0.1	24	148
County (5)	Big Lagoon Park Rd	3	3P030	C001	Rural Major Collector	Paved	Fair to Very Good	0.8	12 to 26	623
County (5)	Lynda Ln	1	3P031	C004	Rural Local	Paved	Very Good	0.3	24	72
State (3)	SR101	5		S101	Major Arterial	Paved	Excellent	7.1	56	14200
Tribe (2)	Housing Rd A	1		T001	Community Streets	Paved	Proposed	0.3	24	Default
BIA (1)	Housing Rd B	1		T002	Community Streets	Paved	Proposed	0.4	24	Default

Big Pine Reservation of California
Indian Reservation Road System

Ownership	Road Name	Section	Center Point Number	County	Classification	Gravel	Good	0.8	24	Default	
County (5)	Bartell Rd	1	3009	C004	Rural Local	Gravel	Good		24		
County (5)	County Rd	3		C005	Rural Local	Earth to Paved	Good to No Surface	8.6	24	460	2007
County (5)	Crocker Av	1		C003	Community Streets	Paved	Very Good	0.6	40	101.4	2007
County (5)	Glacier Lodge Rd	3		C001	Rural Local	Paved	Good	9.9	24	243	2007
County (5)	Sugarloaf Rd	1		C002	Rural Local	Paved	Good	1.0	24	157	2007
Federal (7)	White Mountain Rd	1	4501	F001	Rural Local	Paved	Very Good	10.3	24	186	1999
State (3)	SR-168	4	SR-168	S168	Minor Arterial	Paved	Good	37.6	26 to 28	8820	2006
State (3)	US-395	1	US-395	S395	Major Arterial	Paved	Very Good	16.7	60	14700	2006

Big Sandy Rancheria of California
Indian Reservation Road System

Ownership	Road Name	Number of Sections	Current Road Number		Paved	Good to Very Good	1.1	20 to 24	708	2006
BIA (1)	Auberry Mission Rd	3		2390	Rural Major Collector	Paved	Good to Very Good	1.1	20 to 24	2006
County (5)	Auberry Rd	13		1240	Rural Major Collector	Paved	Very Good	6.6	24	2007
County (5)	Jose Basin Dr	2		2441	Rural Major Collector	Paved	Good to Very Good	1.4	15 to 22	2002
County (5)	Lodge Rd	3		FC01	Rural Major Collector	Paved	Very Good	1.3	24	2002
State (3)	State Route 168	1		SI68	Major Arterial	Paved	Very Good	1.6	24	2005
BIA (1)	Auberry Access Rd	1		T001	Rural Local	Earth	No Surface	0.3	10	Default
BIA (1)	Cemetery Rd	1		T002	Rural Local	Earth	No Surface	0.1	9	Default
BIA (1)	Church Rd	1		T003	Community Streets	Earth	No Surface	0.1	14	Default
BIA (1)	Constock Rd	2		T004	Rural Local	Earth	No Surface	0.2	10 to 14	Default
BIA (1)	Housing Rd A	1		T005	Community Streets	Earth	No Surface	0.2	12	Default
BIA (1)	Housing Rd B	1		T006	Community Streets	Earth	No Surface	0.1	10	Default
BIA (1)	Lower Tank Rd	1		T007	Community Streets	Earth	No Surface	0.1	15	Default
BIA (1)	Old Railroad Grade	5		T008	Rural Local	Earth to Paved	Fair to No Surface	0.7	8 to 18	Default
BIA (1)	Rancheria Ln	1		T009	Rural Local	Paved	Fair	0.2	22	Default
BIA (1)	Upper Tank Rd	1		T010	Rural Local	Earth	No Surface	0.1	12	Default

Big Valley Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Route Number	IRR Number	IRR Name	Paved	Condition	IRI	Length (ft)	Width (ft)	Year
County (5)	Adobe Creek Rd	1		C004	Rural Local	Paved	Fair	3.9	20	456	2007
County (5)	Bottle Rock Rd	5	515	C001	Rural Major Collector	Paved	Very Good	5.6	24 to 36	1637	2007
County (5)	Cole Creek Rd	2	515E	C006	Rural Local	Paved	Fair to Good	1.0	20	152	2007
County (5)	Highland Springs Rd	6		C007	Rural Local	Earth to Paved	Good to Very Good	11.0	14 to 24	850	2000
County (5) & Urban (4)	Kelsey Creek Dr	3	542	C008	Rural Local	Paved	Fair to Good	5.7	20 to 24	875	2007
County (5)	Meadow Dr	2		C009	Rural Local	Earth	No Surface	0.3	14 to 24	Default	
County (5)	Old Toll Rd	5		C010	Rural Local	Earth to Paved	Fair to No Surface	8.7	14 to 20	131	2007
County (5)	Park Dr	1	502D	C005	Rural Local	Paved	Fair	1.1	22	453	2007
County (5)	Park View Dr	1		C011	Rural Local	Earth	No Surface	1.2	14	Default	
County (5)	Soda Bay Rd	7	502	C002	Rural Local	Paved	Very Good	15.0	24	3420	2001
County (5)	South Main St	2		C003	Rural Major Collector	Paved	Very Good	0.8	24 to 36	5040	2001
State (3)	SR 29	5		S029	Major Arterial	Paved	Very Good	4.1	24 to 48	20600	2006
BIA (1)	Red Feather Rd	1		T002	Community Streets	Paved	Very Good	0.1	36	Default	
BIA (1)	Treatment Plant Rd	2		T003	Rural Local	Earth to Gravel	Good to No Surface	0.5	10 to 24	Default	
BIA (1)	Yellow Hammer Ln	1		T001	Community Streets	Paved	Very Good	0.2	36	Default	
Urban (4)	Lakeshore Blvd	2		I005	City Collector	Paved	Good	0.4	24 to 36	4930	2004
Urban (4)	Lange St	1		I001	Community Streets	Paved	Good	0.1	35	Default	
Urban (4)	North Main St	1		I004	City Collector	Paved	Very Good	1.1	36	9200	2004

Bishop Colony of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Community Streets	Earth	No Surface	0.2	12	Default
BIA (1)	Billy Williams Ln	1	004	Community Streets	Earth	No Surface	0.2	Default
BIA (1)	Nellie Salazar Rd	1	002	Community Streets	Paved	Good	0.1	Default
BIA (1)	Road A	1		Community Streets	Proposed	Proposed	0.4	Default
BIA (1)	Road B	1		Community Streets	Proposed	Proposed	0.1	Default
BIA (1)	Road C	1		Community Streets	Proposed	Proposed	0.1	Default
BIA (1)	Road D	1		Community Streets	Proposed	Proposed	0.6	Default
BIA (1)	Road E	1		Community Streets	Proposed	Proposed	0.2	Default
BIA (1)	Road F	1		Community Streets	Proposed	Proposed	0.9	Default
BIA (1)	Road G	1		Community Streets	Proposed	Proposed	0.1	Default
BIA (1)	Road H	1		Community Streets	Proposed	Proposed	0.4	Default
BIA (1)	Road I	1		Community Streets	Proposed	Proposed	0.1	Default
BIA (1)	Road J	1		Community Streets	Proposed	Proposed	0.2	Default
BIA (1)	Road K	1		Community Streets	Proposed	Proposed	0.1	Default
BIA (1)	Road L	1		Community Streets	Proposed	Proposed	0.1	Default
BIA (1)	Road M	1		Community Streets	Proposed	Proposed	0.1	Default
BIA (1)	Road N	1		Community Streets	Proposed	Proposed	0.3	Default
BIA (1)	Road O	1		Community Streets	Proposed	Proposed	0.4	Default
BIA (1)	Road P	1		Community Streets	Proposed	Proposed	0.1	Default
BIA (1)	Road Q	1		Community Streets	Proposed	Proposed	0.3	Default

Bishop Colony of California

Ownership	Route Name	Mileage	County	City/Town/Village	Community Streets	Proposed	Proposed	Proposed	0.3	24	Default
BIA (1)	Road R	1			Community Streets	Proposed	Proposed	Proposed	0.3	24	Default
BIA (1)	Road S	1			Community Streets	Proposed	Proposed	Proposed	0.5	24	Default
BIA (1)	Road T	1			Community Streets	Proposed	Proposed	Proposed	0.5	24	Default
BIA (1)	Road U	1			Community Streets	Proposed	Proposed	Proposed	0.1	24	Default
BIA (1)	SteBu Ln	1			Community Streets	Paved	Excellent	Excellent	0.2	42	Default
BIA (1)	USFS Access Rd	1			Community Streets	Paved	Excellent	Excellent	0.1	36	Default
County (5)	Airport Rd	1			Rural Local	Paved	Excellent	Excellent	0.8	24	343 2007
County (5)	Brockman Ln	1			City Minor Arterial	Paved	Very Good	Very Good	2.4	24	1350 2003
County (5)	Buttermilk Rd	1			Rural Local	Gravel	Good	Good	3.6	24	Default
County (5)	Ed Powers Rd	1			Rural Local	Paved	Good	Good	2.4	24	978 2007
County (5)	Oley Rd	1			Rural Local	Paved	Fair	Fair	0.5	12	Default
County (5)	Poleta Rd	3			Rural Local	Paved	Very Good	Very Good	3.4	24	949 2007
County (5)	Red Hill Rd	1			Rural Local	Paved	Very Good	Very Good	1.3	24	993 2007
County (5) & Federal (7)	South Lake Rd	2			Rural Local	Paved	Very Good	Very Good	7.1	24	735 1999
Federal (7)	North Lake Rd	1			Rural Local	Gravel	Good	Good	1.9	18	Default
State (3)	SR-168	6	SR 168		Minor Arterial	Paved	Very Good	Very Good	18.5	36 to 60	16800 2006
State (3)	US-395	18	US395 & US-395		Major Arterial	Paved	Excellent to Very Good	Excellent to Very Good	64.4	48 to 60	28150 2006
Urban (4)	Church St	1			Community Streets	Paved	Good	Good	0.3	36	557 2007
Urban (4)	East Line St	1			City Minor Arterial	Paved	Very Good	Very Good	0.5	36	4265 2007
Urban (4)	Elm St	1			Community Streets	Paved	Very Good	Very Good	0.7	40	1234 2007
Urban (4)	Fowler St	1			Community Streets	Paved	Very Good	Very Good	0.7	36	1979 2007
Urban (4)	Grove St	1			Community Streets	Paved	Very Good	Very Good	0.5	36	985 2007

Bishop Colony of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner Ref. Number								
Urban (4)	Home St	1		1004	Community Streets	Paved	Excellent	0.6	36	4132	2007
Urban (4)	Spruce St	1		1001	Community Streets	Paved	Very Good	0.7	46	2360	2007
Urban (4)	West Pine St	1		1008	Community Streets	Paved	Good	0.5	36	1017	2007
Urban (4)	Wye Rd	1		1002	Community Streets	Paved	Very Good	0.4	36	2212	2007

Ownership	Route Name	Map Section	County	Section	Collector	Paved	Very Good	1.4	24	4786	2007
County (5)	Blue Lake Blvd	1	F5L016	C001	Rural Major Collector	Paved	Very Good	1.4	24	4786	2007
County (5)	Snow Camp Rd	1	7J010	C005	Rural Local	Earth	Good	4.9	14	Default	
Other (8)	Lupin Dr	1		C003	Community Streets	Paved	Fair	0.1	24	398	2007
Other (8)	Park St	1		C004	Community Streets	Paved	Poor	0.1	24	Default	
State (3)	Samoa Blvd/255	7		S255	Major Arterial	Paved	Good to Very Good	4.9	24 to 48	18600	2006
State (3)	SR 299	23		S299	Major Arterial	Paved	Excellent	17.4	24 to 48	7600	2006
Tribes (2)	City Ln	1		T001	Community Streets	Paved	Good	0.1	12	130	2007
Tribes (2)	Ramsey Ln	1		T002	Community Streets	Gravel	Fair	0.1	10	Default	
Urban (4)	Giuntoli Ln	1		I001	City Minor Arterial	Paved	Good	0.6	36	7352	2006
Urban (4)	Greenwood Rd	1		I002	City Collector	Paved	Very Good	0.2	44	1562	2007
Urban (4)	Ivey Ln	1		I004	Community Streets	Gravel	Fair	0.1	10	Default	
Urban (4)	Railroad Ave	2		I003	City Minor Arterial	Paved	Good	0.8	24 to 40	848	2007

Bridgeport Indian Colony of California
Indian Reservation Road System

Ownership	Route Name	Section Number	County Route Number	Rural Major Collector	Gravel to Paved	Good	7.8	12 to 24	Default
County (5) & Federal (7)	Aurora Canyon Rd	2	& 168	C006	Gravel to Paved	Good	7.8	12 to 24	Default
County (5)	Camp Antelope Rd	1		C002	Paved	Very Good	0.9	24	Default
County (5)	Eastside Ln	4		C001	Gravel to Paved	Very Good	8.0	24	Default
County (5)	Hays St	1		C005	Paved	Good	0.1	36	Default
County (5)	Kingsley St	1		C004	Paved	Very Good	0.4	36	Default
County (5)	Twin Lakes Rd	1		C003	Paved	Very Good	13.4	24	Default
County (5)	Virginia Lakes Rd	1		C007	Paved	Very Good	5.9	24	Default
Federal (7)	Dunderburg Meadows Rd	1	20	F002	Gravel	Fair	8.4	16	Default
Federal (7)	Little Walker River Rd	3		F001	Gravel	Good	4.8	16	Default
State (3)	SR-182	3	SR182	S182	Paved	Very Good	12.7	24	Default
State (3)	SR-89	2	SR89	S089	Paved	Very Good	9.5	24	550
State (3)	US-395	32	US395 & US-395	S395	Paved	Excellent to Very Good	70.3	32 to 56	8550
									2006

Campo Indian Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Route Number	County	Rural Major Collector	Paved	Very Good	10.5	24	4300	2005
County (5)	Buckman Springs Rd	5	S1	SD02	Rural Major Collector	Paved	Very Good	10.5	24	4300	2005
County (5)	Old Highway 80	3	S1	SD80	Minor Arterial	Paved	Very Good	21.2	22	1800	2001
State (3)	Interstate 8	11	I8	F018	Major Arterial	Paved	Very Good	10.7	54	38400	2005
State (3)	SR-94	7	SR94	S094	Minor Arterial	Paved	Very Good	25.2	24	2400	2005

Ownership	Route Name	# of Sections	Gravel County Number		Rural Local	Gravel	Good	0.1	24	Default
BIA (1)	Cedarville Scales Rd	1		47	Rural Local	Gravel	Good	0.1	24	Default
BIA (1)	Rancheria Way	2	44	44	Community Streets	Gravel to Paved	Fair	0.3	24 to 36	Default
BIA (1)	Tribal Tank Rd	1	44	44	Rural Local	Primitive	No Surface	0.1	10	Default
County (5)	Ann St	1		C007	Community Streets	Paved	Good	0.4	36	213
County (5)	Bonner St	1		C012	Community Streets	Paved	Good	0.6	40	319
County (5)	Center St	1		C003	Community Streets	Paved	Very Good	0.6	36	66
County (5)	County Tank Rd	1		C014	Rural Local	Earth	No Surface	0.3	12	Default
County (5)	CR-1, Surprise Valley Rd	2		C001	Rural Major Collector	Paved	Very Good	29.0	24	995
County (5)	Cressler St	1		C013	Community Streets	Paved	Good	0.4	24	189
County (5)	Garfield St	1		C005	Community Streets	Paved	Good	0.5	36	67
County (5)	Hays St	1		C008	Community Streets	Paved	Good	0.2	18	Default
County (5)	High St	1		C004	Community Streets	Paved	Good	0.6	24	132
County (5)	Lincoln St	1		C006	Community Streets	Paved	Good	0.5	24	109
County (5)	Locust St	1		C002	Community Streets	Paved	Very Good	0.1	24	Default
County (5)	Patterson St	1		C010	Community Streets	Paved	Very Good	0.5	24	178
County (5)	Wallace St	1		C011	Community Streets	Paved	Good	0.2	24	Default
County (5)	Washington St	1		C009	Community Streets	Paved	Good	0.5	24	258
State (3)	SR 299	1		S299	Minor Arterial	Paved	Excellent	15.4	24	1760
Urban (4)	Howard St	1		I001	Community Streets	Paved	Good	0.5	46	Default
Urban (4)	W 4th St	1		I002	Community Streets	Paved	Good	0.9	50	Default

Ownership	Route Name								
County (5) & Urban (4)	Asti Rd	2	C004	City Collector/Rural Local	Paved	Good	4.5	24	Default
County (5) & Urban (4)	Cloverdale Blvd	10	C002 & I005	City Minor Arterial/Rural Major Collector	Paved	Very Good	4.8	24 to 60	Default
County (5)	Dutcher Creek Rd	3	C003	Rural Major Collector	Paved	Good	4.2	24	811 2002
County (5)	Geyzers Rd	5	C001	Rural Major Collector	Paved	Good to Poor	5.7	16 to 24	Default
State (3)	SR 101	13	S101	Major Arterial	Paved	Very Good	5.3	48	29400 2006
State (3)	SR 128	2	S128	Minor Arterial	Paved	Very Good	7.1	24	3600 2006
Urban (4)	Cherry Creek Rd	1	I001	Community Streets	Paved	Very Good	0.3	30	Default
Urban (4)	Citrus Fair Dr	1	I003	Community Streets	Paved	Very Good	0.1	40	Default
Urban (4)	SR 101 Overpass	3	I004	City Collector	Paved	Very Good	0.3	48	Default
Urban (4)	Washington St	1	I002	Community Streets	Paved	Very Good	0.2	45	Default

Cold Springs Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Overhead Structure Number	Section Number	Surface	Paved	Very Good	0.2	22	Default	
BIA (1)	Coyote Dr	2		0126	Community Streets	Paved	Very Good	0.2	22	Default	
County (5)	Sycamore Rd	1		FC01	Rural Major Collector	Paved	Excellent	2.0	22		
BIA (1)	Sycamore Rd	1		229	Rural Major Collector	Paved	Excellent	0.5	22		
County (5)	Burrough Valley Rd	2		FC02	Rural Major Collector	Paved	Very Good	4.3	20	1611	2007
County (5)	Lodge Rd	3		FC03	Rural Major Collector	Paved	Very Good	3.8	22	561	2007
County (5)	Peterson Rd	1		FC04	Rural Local	Paved	Fair	1.7	14		
County (5)	Pittman Hill Rd	2		FC05	Rural Major Collector	Paved	Fair to Good	5.4	20 to 22	1277	2007
County (5)	Tollhouse Rd	10		FC06	Rural Major Collector	Paved	Good to Very Good	12.3	24	455	2007
County (5)	Watts Valley Rd	8		FC07	Rural Major Collector	Paved	Very Good	10.8	16 to 20	470	2007
State (3)	S.R. 168	2		S168	Major Arterial	Paved	Excellent	8.8	24 to 48	20000	2005
BIA (1)	Holkama Rd	2		T001	Rural Local	Paved	Excellent	0.2	29	Default	
BIA (1)	Housing Rd	2		T002	Community Streets	Earth	No Surface	0.2	8 to 16	Default	
BIA (1)	Powerline Rd	4		T003	Rural Local	Earth	No Surface	0.5	10	Default	
BIA (1)	Puhubich Rd	1		T004	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (1)	Residential Rd	3		T005	Community Streets	Earth	No Surface	0.7	16	Default	

Ownership	Road Name	# of Road Sections	Cross Section Number	County	Local	Earth	No Surface	I-0	12	Default
BIA (1)	Reservation Rd Extension	1		237	Rural Local	Earth	No Surface	1.0	12	Default
BIA (1)	Watertank Rd	1		238	Rural Local	Earth	No Surface	0.1	10	Default
County (5)	County Rd 126, Walnut Dr	3		C002	Rural Local	Paved	Fair	7.6	24	1539 2000
County (5)	Spring Valley Rd	2		C003	Rural Local	Gravel to Paved	Good	7.1	32	33 2007
County (5)	Zumwalt Rd	1		C001	Rural Local	Paved	Fair	2.0	24	1366 2000
State (3)	SR-20	9		S020	Major Arterial	Paved	Very Good	22.0	32 to 64	11300 2006
Urban (4)	11 St	1		I006	Community Streets	Paved	Very Good	0.2	48	Default
Urban (4)	6th St	1		I003	Community Streets	Paved	Fair	0.6	40	Default
Urban (4)	9th St	1		I001	Community Streets	Paved	Fair	0.4	36	Default
Urban (4)	E St	2		I002	Community Streets	Paved	Good	1.5	32 to 54	Default
Urban (4)	F St	1		I004	Community Streets	Paved	Fair	0.4	36	Default

Coyote Valley Reservation of California
Indian Reservation Road System

Ownership	Route Name	Port Sections	Owner Section Number	Section Number		Paved	Very Good	0.1	24	Default	
County (5)	E Side Calpella Rd	1	230	C002	Rural Local	Paved	Very Good	0.1	24	Default	
County (5)	Marina Dr	1	226	C003	Rural Local	Paved	Fair	2.0	24	439	2007
County (5)	Moore St	3	229B	C001	Rural Local	Paved	Very Good	0.5	24	3865	2007
County (5)	North State St	16	104	C007	Rural Major Collector	Paved	Very Good	6.4	24 to 36	16347	2007
County (5)	School Rd	3	230	C004	Rural Major Collector	Paved	Very Good	0.9	24	4892	2007
County (5)	Vineyard Oaks Dr	1	236B	C006	Rural Local	Paved	Good	0.4	24	165	2007
County (5)	West Rd	3	237	C005	Rural Major Collector	Paved	Very Good	0.3	24	4644	2007
State (3)	SR 20	16		S020	Major Arterial	Paved	Very Good	33.0	24 to 36	16600	2006

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Dry Creek Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Major Sections	County Route Number	State Route Number	Route Type	Paved	Condition	Width	Length	Year
County (5)	Alexander Valley Rd	3		C001	Rural Major Collector	Paved	Very Good	3.3	24	46627
County (5)	Canyon Rd	1		C002	Rural Major Collector	Paved	Very Good	2.1	24	875
County (5) & Urban (4)	Dry Creek Rd	4		C003	Rural Major Collector	Paved	Very Good	12.3	24 to 48	4942
County (5)	Geyserville Av	1		C004	Rural Major Collector	Paved	Good	1.9	24	7700
County (5) & Urban (4)	Healdsburg Av	4		I003	City Minor Arterial/Rural Major Collector	Paved	Good to Very Good	1.7	24 to 60	10600
County (5)	Moody Ln	1		C005	Rural Local	Paved	Very Good	0.4	24	Default
County (5)	Stewarts Point-Scaggs Spring Rd	3		C006	Rural Major Collector	Paved	Very Good	12.3	24	377
State (3)	SR 101	69		S101	Major Arterial	Paved	Very Good	40.4	24 to 72	237000
State (3)	SR 128	11		S128	Minor Arterial	Paved	Very Good	10.5	24	7450
Urban (4)	Foss Creek Cir	1		I001	City Collector	Paved	Very Good	0.1	40	Default
Urban (4)	Grove St	2		I002	City Collector	Paved	Very Good	0.8	24	4747
Urban (4)	March Av	1		I004	City Collector	Paved	Very Good	0.3	45	7471
Urban (4)	Prentice Dr	1		I005	Community Streets	Paved	Very Good	0.1	35	Default

Elem Indian Colony of Pomo Indians
Indian Reservation Road System

Ownership	Route Name	Section	County	Route Number	Community Streets	Paved	Very Good	0.2	24	2122	2007
County (5)	Jessie St	3		I001	Community Streets	Paved	Very Good	0.2	24	2122	2007
County (5)	Lake St	2		I002	Community Streets	Paved	Very Good	0.9	24	2200	2004
County (5) & Urban (4)	Lakeshore Dr	3		I007	City Collector/Rural Local	Paved	Good to Very Good	7.7	20 to 24	11100	2006
County (5)	North Dr	1		C002	Rural Local	Paved	Very Good	2.4	24	190	2006
County (5) & Urban (4)	Sulphur Bank Rd	2		C001	City Collector/Rural Major Collector	Paved	Very Good	6.0	24	440	2007
State (3)	SR 20	12		S020	Major Arterial	Paved	Very Good	23.8	24 to 36	15800	2005
State (3)	SR 53	6		S053	Major Arterial	Paved	Very Good	7.4	24 to 60	25300	2005
Urban (4)	18th St	1		I005	City Collector	Paved	Very Good	0.1	24	2800	2006
Urban (4)	Dam Rd	1		I003	City Collector	Paved	Good	0.5	22	2500	2006
Urban (4)	Old State Hwy 53	1		I006	City Minor Arterial	Paved	Good	1.7	24	7300	2006
Urban (4)	Olympic Dr	3		I004	City Collector	Paved	Very Good	1.7	24 to 36	8300	2006

Elk Valley Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Section Number	County	Route Number	Surface	Width	Length	Area	Volume	Weight	Material	Year	Notes
County (5)	Club Drive	1		0082									
County (5)	Dale Rupert Rd	1		0083									
County (5)	Elk Valley Cross Rd	1		0084									
County (5)	Elk Valley Rd	3		0085									
County (5)	Enderts Beach Rd	2		0086									
County (5)	Howland Hill Rd	3		0087									
County (5)	Humboldt Rd	1		0088									
County (5)	Kellogg Rd	1		0089									
County (5)	Lake Earl Dr	4		0090									
County (5)	Lower Lake Rd	1		0091									
County (5)	Mathews St	1		0092									
County (5)	Norris Rd	1		0093									
County (5) & Urban (4)	Northcrest Dr	4		0094									
County (5)	Pala Rd	2		0095									
County (5)	Sand Hill Rd	1		0096									
County (5)	Sand Mine Rd	1		0097									
County (5)	Tell Blvd	1		0098									
County (5)	Wyentae St	1		0099									
Federal (7)	17N49	2		0100									
State (3)	HWY 101	33		0101									
State (3)	HWY 197	1		0197									
State (3)	HWY 199	12		0199									

Elk Valley Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Public Access	County	City	Classification	Paved	Very Good	0.7	40 to 64	1758	2007
Urban (4)	Front St	3			0200	City Collector	Paved	Very Good			
Urban (4)	Old Mill Rd	1			0201	Rural Major Collector	Paved	Very Good	24	1665	2007
Urban (4)	Parkway Dr	1			0202	City Collector	Paved	Very Good	24	3683	2007
Urban (4)	Washington Blvd	6			0203	City Collector	Paved	Very Good	20 to 44	8871	2007

Enterprise Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Route Number	Classification	Surface	Width	Length	Area	Volume	Year
BIA (1)	Toyon Hills Dr	2	T001	Rural Local	Earth	No Surface	0.5	12	Default	
County (5)	Canyon Dr	1	C001	Rural Local	Paved	Very Good	1.8	32	Default	
County (5)	Crane Av	2	C006	Community Streets	Paved	Fair	0.5	16	Default	
County (5) & Urban (4)	Foothill Blvd	2	I009	City Collector	Paved	Very Good	4.1	32	6232	2006
County (5)	Forbestown Rd	1	C003	Rural Local	Paved	Very Good	6.2	32	2978	2006
County (5)	Kelly Ridge Rd	1	C004	Rural Local	Paved	Very Good	2.2	32	Default	
County (5)	Lumpkin Rd	3	C002	Rural Local	Paved	Good	11.0	24	Default	
County (5) & Urban (4)	Oroville Dam Blvd E	3	I006	City Minor Arterial	Paved	Good	4.6	32 to 48	5260	2006
County (5)	Royal Oaks Dr	1	C005	Rural Local	Paved	Excellent	1.8	32	Default	
State (3)	Craig Access Rd	3	S002	Rural Local	Earth	No Surface	1.8	12	Default	
State (3)	Union Bar Rd	1	S001	Rural Local	Earth	No Surface	2.0	12	Default	
Urban (4)	5th Av	1	I001	Community Streets	Paved	Very Good	0.6	42	3982	2006
Urban (4)	Feather River Blvd	1	I003	City Collector	Paved	Very Good	0.8	54	9447	2006
Urban (4)	Mitchell Av	1	I002	Community Streets	Paved	Very Good	0.3	42	3565	2006
Urban (4)	Montgomery St	3	I004	City Collector	Paved	Good	1.6	54	7144	2006
Urban (4)	Orange Av	1	I005	City Collector	Paved	Very Good	0.5	54	701	2006

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Fort Independence Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Segments	Owner State County	County Number	Route Number	Surface	Condition	Width Feet	Length Feet	Area Sq. Feet	Default	
County (5)	Aberdeen Station Rd	1			C011	Rural Local	Paved	Fair	1.2	24	Default	
County (5)	Black Rock Springs Rd	1			C009	Rural Local	Paved	Good	0.8	24	Default	
County (5)	Fish Hatchery Rd	1			C006	Rural Local	Paved	Very Good	1.2	36	129	2007
County (5)	Fort Rd	1			C008	Rural Local	Paved	Very Good	2.6	24	Default	
County (5)	Market St	2			C002	Community Streets	Paved	Very Good	0.8	24 to 48	259	2007
County (5) & Federal (7)	Mazourka Canyon Rd	4		13S05	C003	Rural Local	Gravel to Paved	Good to Very Good	15.5	24	153	2003
County (5) & Federal (7)	N. Oak Creek Rd	2		13S04	C004	Rural Local	Gravel to Paved	Good	4.4	24	Default	
County (5)	Onion Valley Rd	1			C001	Rural Local	Paved	Very Good	12.7	24	86	2007
County (5)	S. Oak Creek Rd	1		13S03	C005	Rural Local	Paved	Good	1.4	24	Default	
County (5)	Schabell Ln	1			C007	Rural Local	Paved	Fair	0.7	36	Default	
County (5)	Tinemaha Rd	3			C010	Rural Local	Earth to Paved	No Surface to Very Good	13.1	24 to 32	Default	
State (3)	US-395	9		US-395	S395	Major Arterial	Paved	Very Good	31.0	32 to 60	13500	2006

Graton Rancheria of California
Indian Reservation Road System

Indian Reservation Road Inventory											
Ownership	Route Name	# of Sections	Grade Route Number	Section Number	Collector	Paved	Condition	Length	Area	Year	
County (5)	Graton Rd	3			C001	Rural Major Collector	Paved	Very Good	1.3	24 to 30	4434
County (5) & Urban (4)	Guerneville Rd	10			1006	City Minor Arterial/Rural Major Collector	Paved	Very Good	8.0	24 to 72	9340
State (3)	SR 116	1			S116	Major Arterial	Paved	Very Good	1.1	24	31400
Urban (4)	Chanate Rd	1			I004	City Collector	Paved	Very Good	0.5	24	16492
Urban (4)	Franklin Ave	1			I003	City Collector	Paved	Very Good	0.3	30	14261
Urban (4)	Lewis Rd	1			I002	City Collector	Paved	Very Good	0.3	36	17606
Urban (4)	Mendocino Ave	2			I001	City Minor Arterial	Paved	Very Good	1.0	48 to 60	26201
Urban (4)	Steele Ln	2			I005	City Minor Arterial	Paved	Very Good	0.6	60 to 70	57442
											2006

Greenville Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Report Number	Indian Reservation Road Number	Rural Local	Earth	No Surface	0.6	12	Default	
BIA (1)	Greenville Rancheria Springs Rd	1		0001	Rural Local	Earth	No Surface	0.6	12	Default	
BIA (1)	Rancheria Rd #1	1		0004	Rural Local	Paved	Good	0.1	12	Default	
BIA (1)	Rancheria Rd #2	1		0003	Rural Local	Earth	No Surface	0.1	12	Default	
BIA (1)	Reservation Rd Ext	1		0002	Rural Local	Earth	No Surface	0.1	12	Default	
County (5)	Bush St	1		C004	Community Streets	Paved	Fair	0.2	42	702	2007
County (5)	County Rd A22, Arlington Rd	5	A22	C001	Rural Local	Paved	Very Good	5.4	24	1151	2007
County (5)	Genesee Rd	3		C002	Rural Local	Paved	Very Good	8.2	24	427	2007
County (5)	Main St	1		C005	Community Streets	Paved	Good	0.9	24	1035	2005
County (5)	North Valley Rd	1		C006	Rural Local	Paved	Very Good	8.8	24	961	2007
County (5)	Stampfli Ln	5		C003	Rural Local	Paved	Very Good	3.2	24	791	2007
State (3)	SR-36	1	SR-36	S036	Minor Arterial	Paved	Very Good	6.3	24	5850	2006
State (3)	SR-70	17	SR-70	S070	Minor Arterial	Paved	Very Good	43.1	32	14300	2006
State (3)	SR-89	7	SR-89	S089	Minor Arterial	Paved	Very Good	33.7	24	6400	2006

Grindstone Indian Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Number of Sections	Original Route Number	Current Route Number	Street Type	Paved	Condition	Width	Length	Default	Year
BIA (1)	Water Tank Rd	1		228	Community Streets	Gravel	Fair	0.1	12		0
County (5)	County Rd 305	3	305	C305	Rural Local	Paved	Fair	1.1	24	203	2007
County (5)	County Rd 306	5	306	C306	Rural Local	Paved	Good	10.4	24	339	2007
County (5)	County Rd 309	1	309	C309	Community Streets	Paved	Fair	1.8	24	274	2007
State (3)	SR-162	7	CA-162	S162	Minor Arterial	Paved	Very Good	28.0	36	17500	2006

Guidiville Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Map Section	Owner's Address Number	Highway Number	Street Type	Paved	Condition	Width	Length	Default	Year
County (5)	Guidiville Rd	2	203B	C002	Rural Local	Paved	Very Good	0.8	22	Default	2007
County (5)	Mill Creek Rd	2	203	C001	Rural Local	Paved	Very Good	2.1	20 to 24	1030	
County (5)	Vichy Springs Rd	3	215	C003	Rural Local	Paved	Very Good	3.1	24	Default	
State (3)	SR 101	5		S101	Major Arterial	Paved	Very Good	1.2	48	42900	2006
State (3)	Tahmase Ru/SR 222	6		S222	Major Arterial	Paved	Very Good	1.8	24	38100	2006
Tribe (2)	Luff Ct	1		T002	Community Streets	Paved	Excellent	0.1	24	Default	
Tribe (2)	Medicine Way	2		T001	Rural Local	Paved	Excellent	0.5	24	Default	
Urban (4)	Perkins St	2		I001	City Minor Arterial	Paved	Very Good	0.7	24 to 48	12750	2003
Urban (4)	Western Dr	1		I002	Community Streets	Paved	Good	1.6	24	862	2002

Hopland Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Adjoining Sections	State Route Number	Local Road Number	Local Road Name	Paved	Very Good	0.2	24	Default	
County (5)	Mountain House Rd	2	111			Paved	Very Good	0.2	24	Default	
County (5)	Pratt Ranch Rd	1	116A			Paved	Good	1.4	24	126	2007
County (5)	Ralph Betcher Dr	1				Paved	Very Good	0.2	22	188	2007
State (3)	SR 101	2				Paved	Very Good	0.9	24 to 36	30000	2006
State (3)	SR 175	5				Paved	Very Good	5.9	24	8000	2006
Tribe (2)	Shanel Rd	1				Paved	Very Good	0.2	30	Default	

Inaja Cosmit Reservation of California
Indian Reservation Road System

Ownership	Road Name	Section	County	State	Road Type	Paved	Good	1.7	24	Default	
County (5)	Eagle Peak Rd	1			SD01						
County (5)	Engineers Rd	1			SD02	Paved	Very Good	1.2	22	100	2005
County (5)	Pine Hills Rd	1			SD03	Paved	Very Good	1.6	24	1666	2007
Federal (7)	Boulder Creek Rd	5			F057	Gravel to Paved	Fair to Good	21.0	16 to 22	700	2005
State (3)	SR-79	1	SR79		S079	Paved	Very Good	6.7	24	4600	2005

Jamul Reservation of California
Indian Reservation Road System

Ownership	Route Name	County	Segment	SD	Community Streets	Paved	Excellent	3.1	24 to 60	5900	2005
County (5)	Jamul Dr	2		SD01	Community Streets	Paved	Excellent	3.1	24 to 60	5900	2005
County (5)	Lyons Valley Rd	1		SD02	Rural Local	Paved	Very Good	10.2	24	6300	2005
County (5)	Melody Rd	1		SD03	Community Streets	Paved	Very Good	0.6	30	400	2005
County (5)	Otay Lakes Rd	1		SD04	Rural Major Collector	Paved	Very Good	8.3	24	3100	2005
County (5)	Proctor Valley Rd	3		SD05	Rural Local	Gravel to Paved	Good to Very Good	4.9	24	2700	2005
County (5)	Skyline Truck Trail	1		SD06	Rural Local	Paved	Very Good	7.1	24	2200	2005
County (5)	Steele Canyon Rd	4		SD07	Rural Local	Paved	Very Good	1.6	24 to 36	14800	2005
County (5)	Village Driveway Rd	1		SD08	Community Streets	Paved	Very Good	0.1	22	Default	
State (3)	SR-94	10	SR94	S094	Minor Arterial	Paved	Excellent to Very Good	23.8	24 to 48	87700	2005

Karuk Tribe of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	County	Section	Local	Paved	Good	2.1	16	Default	
County (5)	China Grade Rd	2	7C002		Rural Local	Paved	Good			Default	
County (5)	Elk Creek Rd	8	7C001		Rural Major Collector	Gravel to Paved	Fair to Very Good	13.2	12 to 24	557	2007
County (5)	Indian Creek Rd	6	7C003		Rural Major Collector	Paved	Very Good	20.7	24	616	2007
County (5) & Urban (4)	Oberlin Rd	5	7J01		City Collector/Rural Major Collector	Paved	Very Good	1.0	24 to 42	6554	2001
County (5)	Red Cap Rd	6	8Q100		Rural Local	Paved	Fair to Good	3.7	14 to 24	282	2006
County (5)	Salmon River Rd	11	2B01		Rural Major Collector	Paved	Excellent to Good	17.0	18 to 24	Default	
Federal (7)	Bark Shanty Rd	3	11N11		Rural Local	Paved	Fair to Good	3.1	12 to 20	Default	
Federal (7)	Camp Creek Rd	2	12N01		Rural Local	Gravel to Paved	Fair to Good	1.3	14 to 20	189	2007
Federal (7)	Cedar Camp Rd	1	12N12		Rural Local	Gravel	Fair	3.6	12	Default	
Federal (7)	Eye See Rd	5	15N01		Rural Local	Paved	Good to Very Good	25.5	24 to 36	189	2007
Federal (7)	Shinar Ridge Rd	1	18N01		Rural Local	Paved	Fair	1.7	16	Default	
Federal (7)	Slate Creek Rd	1	11N05		Rural Local	Paved	Good	2.0	14	Default	
Federal (7)	Teneyck Rd	1			Rural Local	Earth	No Surface	0.5	10	Default	
Urban (4)	Cambell Ave	2	I001		City Collector	Paved	Fair	0.6	36 to 42	1430	2007
Urban (4)	Comstock Dr	1	I002		Community Streets	Paved	Good	0.4	24	2197	2001
Urban (4)	Dove Ln	1	I003		Community Streets	Paved	Good	0.6	24	437	2007
Urban (4)	Nugget Dr	1	I004		City Collector	Paved	Fair	0.3	30	91	2007
Urban (4)	Placer Dr	1	I006		Community Streets	Paved	Good	0.3	30	157	2007
Urban (4)	Pyrite Dr	1	I007		Community Streets	Paved	Good	0.3	30	189	2007
Urban (4)	S. Oregon St	2	I008		City Minor Arterial	Paved	Very Good	1.8	24 to 42	Default	

Ownership	Route Name	Peak Season	Grade	Route Number	Surface	Condition	Width (ft)	Length (mi)	Cost (\$)	Year	
County (5)	East Grade Rd	5	S7	S954	Rural Local	Paved	Very Good	11.4	24	400	2005
County (5)	South Grade Rd	3	S6	S953	Rural Local	Paved	Very Good	6.8	24	400	2005
State (3)	SR-76	7	SR76	0076	Minor Arterial	Paved	Very Good	17.3	24	4400	2005

Indian Reservation Road System											
Ownership	Route Name	Peak Season	Grade	Route Number	Surface	Condition	Width (ft)	Length (mi)	Cost (\$)	Year	
County (5)	East Grade Rd	5	S7	S954	Rural Local	Paved	Very Good	11.4	24	400	2005
County (5)	South Grade Rd	3	S6	S953	Rural Local	Paved	Very Good	6.8	24	400	2005
State (3)	SR-76	7	SR76	0076	Minor Arterial	Paved	Very Good	17.3	24	4400	2005

Laytonville Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Acres	Section Number	Map Sheet Number	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (1)	Acorn Drive	1		0001	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (1)	Creekside Road	1		M002	Community Streets	Paved	Excellent	0.2	30	Default	
BIA (1)	Hazelnut Road	1		0002	Community Streets	Paved	Excellent	0.1	24	Default	
BIA (1)	Manzanita Drive	1		0003	Community Streets	Paved	Excellent	0.1	24	Default	
County (5)	Branscomb Road	13		M001	Rural Major Collector	Paved	Fair to Very Good	25.2	16 to 24	2471	2007
County (5)	Lakeside Drive	1	319B	M003	Community Streets	Paved	Good	0.2	24	Default	
County (5)	Lakeview Avenue	1	319C	M004	Community Streets	Paved	Good	0.4	24	140	2007
County (5)	North Road	1	319E	M005	Community Streets	Paved	Very Good	1.1	24	193	2007
State (3)	S.R. 101	20		S101	Major Arterial	Paved	Very Good	18.9	24 to 52	12700	2005

Lone Pine Reservation of California
Indian Reservation Road System

Ownership	Route Name	Section	State Route Number	County	Surface	Width	Material	Condition	Notes	Year
County (5)	Hogback Creek Rd	1	14S04	C011	Rural Local	Earth	No Surface	5.9	24	Default
County (5)	Horseshoe Meadows Rd	1	4017	C012	Rural Local	Paved	Good	19.5	24	563 1999
County (5)	Lakeview St	1		C004	Community Streets	Paved	Fair	0.5	44	Default
County (5)	Locust St	1		C007	Community Streets	Paved	Good	0.4	58	Default
County (5)	Lone Pine Av	1		C005	Community Streets	Paved	Good	0.4	46	Default
County (5)	Lubken Canyon Rd	5		C002	Rural Local	Paved	Fair to Very Good	3.4	18 to 24	124 2004
County (5)	Moffat Ranch Rd	3		C010	Rural Local	Earth to Paved	Fair to No Surface	4.3	24	Default
County (5)	Mountain View St	1		C008	Community Streets	Paved	Good	0.3	58	Default
County (5)	Movie Rd	3		C009	Rural Local	Earth to Paved	Fair to No Surface	5.8	24	Default
County (5)	Muir St	1		C006	Community Streets	Paved	Good	0.3	46	Default
County (5)	Substation Rd	1		C003	Community Streets	Paved	Fair	1.0	24	Default
County (5)	Whitney Portal Rd	3	15S07	C001	Rural Local	Paved	Good to Very Good	12.1	24	Default 2000
State (3)	SR-136	3		S136	Major Arterial	Paved	Excellent	12.8	32	1000 2006
State (3)	US-395	23	US-395	S395	Major Arterial	Paved	Excellent to Very Good	67.1	32 to 60	14100 2006

Los Coyotes Reservation of California
Indian Reservation Road System

Ownership	Route Name	Section Number	County Number	42	43	SR79	42	Rural Local	Earth to Paved	Excellent to Very Good	13.4	12 to 24	375	2007
BIA (1)	Camino San Ignacio Rd	5		42	43	SR79	42	Rural Local	Earth to Paved	Excellent to Very Good	13.4	12 to 24	375	2007
BIA (1)	Isl Rd	2		43	43	SR79	43	Community Streets	Paved	Good	0.6	18	Default	
State (3)	SR-79	8		SR79	SR79	SR79	SR79	Minor Arterial	Paved	Very Good	23.6	24	5150	2005
Tribe (2)	Aswet Rd	1						Community Streets	Earth	No Surface	0.5	14	Default	
Tribe (2)	Mumuwet Rd	1						Community Streets	Earth	No Surface	0.1	12	Default	
Tribe (2)	Tekvic Rd	1						Community Streets	Earth	No Surface	0.2	12	Default	
Tribe (2)	Wanish Rd	1						Community Streets	Earth	No Surface	0.5	12	Default	

Ownership	Route Name	# of Sections	County Name	Section Name	County	Section	Paved	Good	0.1	28	Default
County (5)	Garcia Ct	1			C003	Community Streets	Paved	Good	0.1	28	Default
County (5)	Mountain View Rd	1	510		C002	Rural Major Collector	Paved	Good	1.3	24	448
County (5)	Sea Pine Ct	1			C004	Community Streets	Paved	Very Good	0.1	14	Default
County (5) & Urban (4)	Windy Hollow Rd	4			C001	City Collector/Rural Local	Paved	Good	2.9	24	430
State (3)	SR 1	42			S001	Major Arterial	Paved	Very Good	41.4	24 to 48	22500
Tribe (2)	Ocean View Dr	1			T001	Community Streets	Paved	Good	0.6	27	Default
Tribe (2)	Sea Lion Ct	1			T002	Community Streets	Paved	Very Good	0.1	27	Default
Urban (4)	Lake St	1			I001	Community Streets	Paved	Good	0.6	27	Default

Manzanita Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	County Route Number	Indian Reservation	Earth to Paved	No Surface to Very Good	11.7	16 to 22	Default
County (5) & Federal (7)	McCain Valley Rd	2	SD01		Rural Local				
Tribe (2)	Hubble Rd	2	0015		Rural Local	Earth	1.6	14	Default
Tribe (2)	Manzanita Rd	1	0016		Rural Local	Primitive	0.7	10	Default
Tribe (2)	Old Mine Rd	1	0017		Rural Local	Earth	0.9	12	Default

Indian Reservation Road System

Ownership	Road Name	West Side Subarea	Center Side Subarea	East Side Subarea	Community	Paved	Very Good	0.9	24	Default
BIA (1)	Hallyeaw Ln	3		0052	Community Streets	Paved	Very Good	0.9	24	Default
County (5)	Black Canyon Rd	6		SD05	Rural Local	Earth to Paved	Fair to No Surface	13.0	14 to 28	1517
County (5)	Magnolia Av	1		SD06	Rural Major Collector	Paved	Good	1.3	24	2300
County (5)	Mesa Grande Rd	7		SD07	Rural Local	Paved	Excellent to Very Good	12.0	18 to 24	257
County (5)	Rancho Ballena Rd	2			Community Streets	Earth to Paved	No Surface to Very Good	0.8	16 to 22	Default
County (5)	Slaughterhouse Rd	2			Rural Local	Earth	No Surface	2.4	12 to 16	Default
County (5)	Sutherland Dam Rd	3		SD08	Rural Local	Earth to Paved	No Surface to Good	3.9	12 to 24	Default
State (3)	SR-78	1	SR78	SR78	Minor Arterial	Paved	Very Good	13.6	24	5400
Tribe (2)	Buffalo Ponds Rd	1		0053	Rural Local	Earth	No Surface	0.8	12	Default
Tribe (2)	Central Buffalo Rd	1		0054	Rural Local	Earth	No Surface	0.8	12	Default
Tribe (2)	East Buffalo Rd	1		0055	Rural Local	Earth	No Surface	0.9	12	Default
Tribe (2)	North Buffalo Rd	1			Rural Local	Earth	No Surface	1.0	12	Default
Tribe (2)	Water Tank Rd	1		0057	Rural Local	Earth	No Surface	1.5	12	Default
Tribe (2)	West Buffalo Loop Rd	1		0058	Rural Local	Earth	No Surface	0.5	12	Default

Ownership	Route Name	County	Section Number	Route Number	Location	Paved	Condition	Mileage	Length	Year
County (5)	Big Canyon Rd	4		107	Rural Local	Paved	Good		1.4	24 to 28
County (5)	Bush St	1		117-K	Community Streets	Paved	Very Good		0.6	24
County (5)	Spruce Grove Rd	1		122	Community Streets	Paved	Very Good		2.2	24
County (5)	Wardlaw St	1		117-A	Community Streets	Paved	Very Good		0.1	36
State (3)	SR 175	3			Minor Arterial	Paved	Very Good		1.5	24
State (3)	SR 29	22			Major Arterial	Paved	Very Good		24.8	24 to 40

Mooretown Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Section	County	Section	Community	Paved	Very Good	0.2	24	Default
BIA (1)	Feather Falls Blvd	1		0001	Community Streets	Paved	Very Good	0.2	24	Default
BIA (1)	Lower Lorene Ct	1		0002	Community Streets	Gravel	Poor	0.4	16	Default
County (5)	Aurey Ln	1		C003	Community Streets	Paved	Fair	0.5	24	Default
County (5)	Las Plumas Av	1		C001	City Collector	Paved	Fair	1.0	32	Default
County (5)	Lincoln Blvd	3		C006	City Collector	Paved	Very Good	2.7	32 to 56	7912
County (5) & Urban (4)	Lower Wyandotte Rd	2		I003	City Collector	Paved	Very Good	5.7	32	14185
County (5)	Minors Ranch Rd	1		C007	Rural Major Collector	Paved	Excellent	2.6	32	2777
County (5)	Monte Vista Av	1		C002	City Minor Arterial	Paved	Good	0.9	32	Default
County (5)	Ophir Rd	5		C005	City Collector	Paved	Very Good	3.0	32	6999
County (5)	Oroville-Bangor Hwy	1		C004	City Collector	Paved	Fair	1.4	32	Default
State (3)	Oro-Dam Blvd, CA-162	1	CA-162	S162	City Minor Arterial	Paved	Very Good	0.8	56	62500
Urban (4)	5th Av	1		I006	Community Streets	Paved	Very Good	1.9	32	3982
Urban (4)	Foothill Blvd	1		I004	City Minor Arterial	Paved	Very Good	1.7	32	Default

Northfork Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Section Number	County	Community Streets	Paved	Excellent	0.1	25	Default
BIA (1)	Kunugib way	1		0211	Community Streets	Paved	Excellent	0.1	25	Default
BIA (1)	Mission Dr	1		0209	Rural Local	Earth	No Surface	0.8	11	Default
BIA (1)	Poy-Ah-Now	2		0212	Rural Local	Earth	No Surface	0.6	10 to 18	Default
BIA (1)	Sherman Rd	1		0217	Rural Local	Primitive	No Surface	0.3	12	Default
BIA (1)	Susan Johnson Dr	1		0213	Rural Local	Earth	No Surface	0.4	11	Default
BIA (1)	Wah-Up-Way	1		0214	Community Streets	Gravel	Good	0.2	20	Default
BIA (1)	Willow Canyon Rd	3		0215	Community Streets	Earth to Paved	Fair to No Surface	0.7	10 to 15	Default
BIA (1)	Wind Dancer Rd	1		0216	Rural Local	Earth	No Surface	0.4	10	Default
County (5)	Cascadel Rd	1		M224	Rural Major Collector	Paved	Very Good	0.6	22	Default
County (5)	Douglas Ranger Stn Rd	1		0210	Rural Local	Gravel	Fair	1.2	12	Default
County (5)	Italian bar	4	225	M225	Rural Local	Paved	Fair to Poor	6.1	12 to 18	Default
County (5)	Malum Ridge Rd	1	274	M274	Rural Major Collector	Paved	Very Good	2.4	24	Default
County (5)	Mammoth Pool Rd	9	225	M225	Rural Major Collector	Paved	Good to Very Good	4.6	24 to 36	Default
County (5)	Rd 220	1	220	M220	Rural Major Collector	Paved	Excellent	2.1	24	Default
County (5)	Rd 222	5	222	M222	Rural Local	Paved	Good to Very Good	7.6	22 to 26	Default
County (5)	Rd 230	1	230	M230	Rural Local	Paved	Good	0.3	24	Default
County (5)	Rd 235	1	235	M235	Rural Local	Paved	Fair	2.8	18	Default
Other (8)	Wyle Rd	2		P001	Rural Local	Earth	No Surface	0.6	12 to 18	Default

Pala Reservation of California

Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Category	Surface Type	Condition	Width	Length	Year
County (5)	Lilac Rd	7		SD01	Rural Major Collector	Gravel to Paved	Fair to Good	7.7	24	2005
County (5)	Magee Rd	2		SD02	Rural Local	Paved	Fair	3.2	20	
County (5)	Pala Mission Rd	1	S16	SD03	Community Streets	Paved	Good	1.1	24	2005
County (5)	Pala Tecmucula Rd	2	S16	SD04	Rural Major Collector	Paved	Very Good	5.0	24	2007
State (3)	SR-76	13	SR76	S076	Minor Arterial	Paved	Very Good	10.8	22	2006
BIA (1)	Apapas Rd	1		0038	Community Streets	Earth	No Surface	0.1	12	Default
BIA (1)	Ardilla Rd	1		0039	Community Streets	Earth	No Surface	0.3	12	Default
BIA (1)	Blacktooth Rd	1		0040	Community Streets	Earth	No Surface	0.2	12	Default
BIA (1)	Brittan Rd	1		0041	Community Streets	Earth	No Surface	0.1	12	Default
BIA (1)	La Chusa Rd	1		0042	Community Streets	Paved	Very Good	0.1	20	Default
BIA (1)	Lugo Rd	1		0043	Community Streets	Primitive	No Surface	0.1	12	Default
BIA (1)	Lyons Rd	1		0044	Community Streets	Earth	No Surface	0.3	12	Default
BIA (1)	Magee Place	1		0045	Community Streets	Earth	No Surface	0.1	12	Default
BIA (1)	Margarite Rd	1		0046	Community Streets	Earth	No Surface	0.1	10	Default
BIA (1)	Moro Rd	1		0047	Community Streets	Paved	Very Good	0.2	32	
BIA (1)	Ortega Rd	1		0048	Community Streets	Earth	No Surface	0.3	12	Default
BIA (1)	Owlinguish Rd	1		0049	Community Streets	Paved	Very Good	0.2	20	
BIA (1)	Pala Lilac Rd	1		0050	Community Streets	Paved	Good	0.1	24	Default
BIA (1)	Pala Mission Circle	1		0051	Community Streets	Paved	Very Good	0.1	26	Default
BIA (1)	Quashish Rd	1		0052	Community Streets	Paved	Very Good	0.1	20	Default
BIA (1)	Regghetti Rd	1		0053	Community Streets	Earth	No Surface	0.6	20	Default
BIA (1)	Remijio Rd	1		0054	Community Streets	Paved	Very Good	0.1	24	
BIA (1)	Remijio St	1		0055	Community Streets	Paved	Very Good	0.1	24	
BIA (1)	Robles Rd	1		0056	Community Streets	Paved	Very Good	0.1	24	Default
BIA (1)	Robles Way	1		0057	Community Streets	Paved	Very Good	0.2	24	
BIA (1)	Sal Rd	1		0058	Community Streets	Earth	No Surface	0.2	10	Default
BIA (1)	Salvadora Rd	1		0059	Community Streets	Earth	No Surface	0.3	12	Default
BIA (1)	Santiago Rd	1		0060	Community Streets	Gravel	Fair	0.1	12	Default
BIA (1)	Sycamore Ln	1		0061	Community Streets	Paved	Excellent	0.2	20	
BIA (1)	Valenzuela Rd	1		0062	Community Streets	Earth	No Surface	0.7	20	Default

Pala Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Class	Drainage Type	No Surface	0.5	14	Default	
BIA (1)	Welmas Rd	1		0063	Community Streets	Earth	Earth				

Pauma-Yuima Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Section Number	SD Number	Community Streets	Paved	Good	2.3	24	Default	
County (5)	Adams Dr	1		SD01	Community Streets	Paved	Good				
County (5)	Cole Grade Rd	1		SD02	Rural Major Collector	Paved	Very Good	7.9	24	8600	2005
County (5)	Pauma Reservation Rd	1		SD36	Community Streets	Paved	Good	0.4	21	4525	2007
BIA (1)	Pauma Reservation Rd	1	0036	0036	Community Streets	Paved	Good	0.9	21	4525	2007
County (5)	Quail Rd	1		SD03	Community Streets	Paved	Fair	1.0	16	Default	
County (5)	Rincon Ranch Rd	1		SD04	Community Streets	Paved	Very Good	0.2	26	Default	
State (3)	SR-76	6	SR76	S076	Minor Arterial	Paved	Excellent	7.6	24	18750	2005

Picayune Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	General Route Number	State Route Number	Road Type	Gravel	Fair	1.2	10 to 14	Default	
County (5)	Deadwood Min Rd	2		MC01	Rural Local					Default	
County (5)	Picayune Rd	5		0417	Rural Major Collector	Paved	Very Good	1.7	29	2986	2006
County (5)	Road 207	1	207	MC02	Rural Local	Paved	Fair	0.8	11	Default	
County (5)	Road 425-C	1	425	MC03	Rural Local	Paved	Good	0.7	14	Default	
County (5)	Safari World Dr	2		MC04	Rural Local	Paved	Fair to Very Good	0.3	20	Default	
State (3)	SR 41	18		SR41	Major Arterial	Paved	Very Good	15.9	24 to 48	49800	2005
Tribe (2)	Lucky Lane	2			Rural Major Collector	Paved	Excellent	0.8	30	4494	2005

Pinoleville Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Pop. Served	Segment	Route Number	Classification	Paved	Good to Very Good	22.8	24	1310	2005
County (5)	Comptche-Ukiah Rd	4		223	M226	Rural Major Collector	Paved	Good to Very Good	22.8	24	1310
County (5) & Urban (4)	Low Gap Rd	4			CU01	City Collector/Rural Local	Paved	Good to Very Good	21.8	24 to 35	2007
County (5) & Urban (4)	North State St	13			M230	City Minor Arterial/Rural Major Collector	Paved	Very Good	3.3	24 to 60	2007
County (5)	Orr Springs Rd	14			M229	Rural Major Collector	Paved	Fair to Very Good	15.8	16 to 24	2007
County (5)	Pinoleville Dr	2			M225	Rural Local	Paved	Good	0.7	27	2007
County (5)	Pinoleville Dr (2)	2			228A	Rural Local	Paved	Fair to Very Good	0.2	21	Default
County (5)	Wel Mar Dr	1			M227	Rural Local	Paved	Very Good	0.1	35	2007
Other (8)	Industry Rd	1			P002	Rural Local	Paved	Very Good	0.1	37	2007
Other (8)	Kunzler Ranch Rd	1			P001	Rural Local	Paved	Very Good	0.3	24	2007
State (3)	SR 101	9			S101	Major Arterial	Paved	Very Good	2.1	48	55300
State (3)	SR 20	7			S020	Major Arterial	Paved	Very Good	5.8	24 to 36	18700
State (3)	SR 29	9			S029	Major Arterial	Paved	Very Good	5.2	24 to 48	22200
Tribe (2)	Native Plant Rd	1			0001	Rural Local	Earth	No Surface	0.2	10	Default
Urban (4)	11th St	3			CL01	City Minor Arterial	Paved	Very Good	0.8	24 to 36	11030
Urban (4)	Clearlake Ave	1			CL02	City Collector	Paved	Very Good	0.1	24	Default
Urban (4)	Cleaveland Ln	1			CU03	Community Streets	Paved	Good	0.1	30	Default
Urban (4)	Gobi St	1			CU04	City Minor Arterial	Paved	Very Good	0.1	36	12725
Urban (4)	Howard Ave	1			CL03	Community Streets	Paved	Very Good	0.1	24	1163
Urban (4)	Lakeshore Blvd	1			CL04	City Minor Arterial	Paved	Very Good	0.3	24	4930
Urban (4)	Lovers Lane	3			CU05	City Collector	Paved	Fair to Very Good	0.9	16 to 24	1678
Urban (4)	North High St	1			CL08	City Collector	Paved	Very Good	0.4	36	
Urban (4)	Rainbow Rd	1			CL06	Community Streets	Paved	Very Good	0.2	24	810
Urban (4)	Redwing Dr	1			CL07	Community Streets	Paved	Excellent	0.2	30	Default

Pinoleville Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Area Sections	Owner's Name	City Collector	Paved	Very Good	0.2	30	Default
Urban (4)	South Main St	1		CU07					

Potter Valley Rancheria of California
Indian Reservation Road System

Ownership	Route Name	Section	Number	MC	Rural Major Collector	Paved	Very Good	6.9	24	1983	2007
County (5)	East Potter Valley Road	11		MC01	Rural Major Collector	Paved	Very Good	6.9	24	1983	2007
County (5)	East Road	1	230	MC02	Rural Major Collector	Paved	Good	1.4	24	3831	2007
County (5)	Eel River Road	3	240b	MC03	Rural Local	Paved	Very Good	5.0	24	Default	
County (5)	Held Road	1	230c	MC04	Community Streets	Paved	Good	0.2	20	Default	
County (5)	Lake Pillsbury Road	4		MC05	Rural Local	Earth to Paved	Fair to No Surface	10.8	16	Default	
County (5)	Main Street	4	245	MC06	Rural Major Collector	Paved	Very Good	1.8	20 to 24	Default	
County (5)	Michael Court	1		MC07	Community Streets	Gravel	Fair	0.1	15	Default	
County (5)	School Way	3	236	MC08	Rural Major Collector	Paved	Very Good	0.9	24	4892	2007
County (5)	Spring Valley Road	2	248b	2482	Community Streets	Paved	Fair to Very Good	0.6	20 to 24	Default	
County (5)	West Potter Valley Road	3	238	MC09	Rural Local	Paved	Fair	4.0	24	Default	
County (5)	West Road	1	237	MC10	Rural Major Collector	Paved	Very Good	0.2	24	4644	2007
State (3)	SR 101	17		S101	Major Arterial	Paved	Very Good	7.2	0 to 48	55900	2006
State (3)	SR 20	3		S020	Major Arterial	Paved	Very Good	1.7	24 to 48	21600	2006
Urban (4)	South State Street	2		UC01	City Minor Arterial	Paved	Very Good	1.1	36 to 48	Default	
Urban (4)	Talmage Road	2		UC02	City Minor Arterial	Paved	Very Good	0.4	24 to 60	Default	

Quartz Valley Indian Reservation of California
Indian Reservation Road System

Ownership	Route Name	Section Number	Owner	Section Number	Gravel	Fair	0.1	14	Default
BIA (1)	Admin Parking Lot Rd	1		0001	Parking - Others	Gravel	Fair	0.1	14
BIA (1)	Clinic Parking Lot	1		0002	Parking - Others	Gravel	Fair	0.1	10
BIA (1)	Gym Parking Lot	1		0003	Parking - Others	Proposed	No Surface	0.1	24
BIA (1)	Residential Rd	1		0004	Community Streets	Earth	No Surface	0.2	16
BIA (1)	Road C	1		0005	Community Streets	Proposed	No Surface	0.5	24
BIA (1)	Shackelford Creek Ln	1		0006	Rural Local	Earth	No Surface	0.4	20
BIA (1)	Seelman Ln	1		0007	Rural Local	Gravel	Fair	0.7	10
County (5)	Cram Gulch Rd	2	5K001	C001	Rural Local	Paved	Good to Very Good	3.6	20 to 24
County (5)	Easy St	1	6J08	C002	Rural Local	Paved	Very Good	1.8	24
County (5)	Old Hwy 99	1	5K05	C003	Rural Major Collector	Paved	Very Good	1.6	24
County (5)	Sawyers Bar Rd	16	1C01	C004	Rural Major Collector	Gravel to Paved	Good to Poor	39.1	18 to 24
County (5)	Scott River Rd	13	7H01	C005	Rural Major Collector	Paved	Good to Very Good	30.6	20 to 24
County (5)	Shamrock Rd	1	7J007	C006	Rural Local	Paved	Good	1.3	24
State (3)	I-5	8		S005	Major Arterial	Paved	Excellent	4.8	33400
State (3)	State Route 3	17		S003	Minor Arterial	Paved	Very Good	26.1	7550
Urban (4)	4-H Way	1		I003	City Collector	Paved	Very Good	0.2	42
Urban (4)	Bruce St	1		I004	Community Streets	Paved	Excellent	0.4	42
Urban (4)	Butte St	3		I002	Community Streets	Concrete	Very Good	0.3	30
Urban (4)	Collier Way	2		I001	City Collector	Paved	Very Good	0.4	24 to 30
Urban (4)	Fourth St	1		I006	City Collector	Paved	Good	0.7	24
Urban (4)	Miner St	1		I005	City Collector	Paved	Excellent	0.2	38
Urban (4)	South Main St	3		I007	City Minor Arterial	Paved	Excellent	2.0	44 to 68
Urban (4)	West Side Rd	4		I008	City Collector	Paved	Excellent	1.1	24
									2118
									2007

Ramona Reservation of California
Indian Reservation Road System

Ownership	Route Name	Number of Sections	County Road Number	Section	Surface	Width	Length	Area	Volume	Year	Notes
County (5)	Bahrman Rd	1		RS01	Community Streets	Paved	Very Good	1.0	20		
County (5)	Bautista Rd	2		RS02	Community Streets	Earth to Paved	Good to No Surface	3.6	24	1077	2006
County (5)	Fairview Rd	4		RS03	Rural Local	Paved	Excellent	2.2	24	3490	2001
County (5)	Kirby Rd	1		RS04	Community Streets	Paved	Good	1.0	24	1950	1997
County (5)	Mitchell Rd	1		RS05	Community Streets	Paved	Very Good	3.0	24	696	1997
County (5)	Old Forest Rd	2		RS06	Rural Local	Earth	No Surface	0.9	12		
Federal (7)	Bautista Canyon Rd	2		FS01	Rural Local	Earth to Paved	No Surface to Very Good	15.7	20 to 24		
Federal (7)	Hog Lake Truck Trail	2	NF6S18	0003	Rural Local	Earth	No Surface	1.6	24		
Federal (7)	Table Mountain Truck Rd	4		FS02	Rural Local	Earth	No Surface	2.2	12 to 20		
State (3)	SR-371	3	SR-371	0371	Minor Arterial	Paved	Very Good	7.4	24 to 36	12500	2005

Redding Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	State Route Number	Indian Reservation Code	Community	Gravel	Fair	0.2	12	Default	
BIA (1)	Adra Rd	1		0001	Community Streets	Gravel	Fair	0.2	12	Default	
County (5)	Canyon Rd	2		C004	Rural Major Collector	Paved	Very Good	2.1	32	7719	2006
County (5)	Clear Creek Rd	8		C003	Rural Local	Paved	Very Good	10.2	32	1635	2004
County (5)	Knighton Rd	6		C001	City Collector	Paved	Very Good	1.9	36	3243	2004
County (5)	Smith Rd	4		C002	Community Streets	Paved	Excellent to Good	0.9	24	Default	
State (3)	I-5	17	I5	S005	Major Arterial	Paved	Excellent	14.2	72	126000	2006
State (3)	SR-273	11	SR273	S273	Minor Arterial	Paved	Good	8.9	48	48900	2006
State (3)	SR-299	20	SR299	S299	Minor Arterial	Paved	Very Good	33.5	36 to 72	41900	2006
Urban (4)	Bechelli Ln	2		I006	City Minor Arterial	Paved	Good	2.3	36 to 48	15747	2005
Urban (4)	Churn Creek Rd	7		I001	City Minor Arterial	Paved	Fair to Very Good	5.5	24 to 48	21698	2005
Urban (4)	Eastside Rd	3		I003	Community Streets	Paved	Very Good	1.3	24	4545	2005
Urban (4)	Ox Yoke Rd	1		I005	Community Streets	Paved	Good	0.4	24	8294	2006
Urban (4)	Riverside Av	3		I004	Community Streets	Paved	Good	1.1	24	7611	2006
Urban (4)	S. Bonneyview Rd	5		I002	City Minor Arterial	Paved	Very Good	2.1	56	19359	2005

Ownership	Route Name	County Number									
County (5)	East Rd	1	230	C001	Rural Major Collector	Paved	Very Good	1.2	24	3831	2007
County (5)	Rancheria Rd	1	237A	C003	Community Streets	Paved	Fair	0.3	26	Default	
County (5)	Rd 1	2	234	0046	Rural Local	Paved	Excellent to Very Good	1.3	24 to 30	687	2007
County (5)	School Way	3	236	C002	Rural Major Collector	Paved	Very Good	0.9	24	4892	2007
County (5)	West Rd	1	237	C004	Rural Major Collector	Paved	Good	1.8	24	4644	2007
State (3)	SR 20	7		S020	Major Arterial	Paved	Very Good	3.0	24 to 36	23000	2006
Tribe (2)	Rd 1.	1		T001	Community Streets	Gravel	Poor	0.2	22	Default	

Rincon Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	State Route Number	Indian Reservation Number	Community Streets	Earth to Paved	Good to No Surface	1.3	14 to 20	Default
BIA (1)	Calac Ln	2		340F	Community Streets	Earth to Paved	Good to No Surface	1.3	14 to 20	Default
BIA (1)	East Paradise Creek Ln	2		0342	Community Streets	Earth to Paved	No Surface to Very Good	0.9	12	Default
BIA (1)	Eucalyptus Ln	2		340E	Community Streets	Earth to Paved	No Surface to Very Good	0.3	12 to 16	Default
BIA (1)	Golsh Rd	1		340B	Community Streets	Paved	Very Good	0.5	24	1086
BIA (1)	Mazzetti Ln	1		340D	Community Streets	Paved	Very Good	0.5	16	Default
BIA (1)	McCormic Ln	1		340H	Community Streets	Paved	Very Good	0.3	16	Default
BIA (1)	Mendoza Ln	1		340G	Community Streets	Paved	Very Good	0.2	16	Default
BIA (1)	Morales Ln	1		340I	Community Streets	Paved	Very Good	0.4	16	Default
BIA (1)	Omish Ln	1		340J	Community Streets	Gravel	Fair	0.6	22	Default
BIA (1)	Rocky Rd	1		340A	Community Streets	Earth	No Surface	0.4	12	Default
BIA (1)	Rocky Top Ln	1		0343	Community Streets	Earth	No Surface	0.3	16	Default
BIA (1)	West Tribal Rd	1		0341	Community Streets	Paved	Good	0.6	22	Default
County (5)	Valley Center Rd	7	S6	0006	Rural Major Collector	Paved	Very Good	13.3	26 to 48	8678
Tribe (2)	Arviso Rd	1		T001	Community Streets	Earth	No Surface	0.1	12	Default
Tribe (2)	Boucher Heights Rd	2		T002	Community Streets	Earth	No Surface	0.6	12	Default
Tribe (2)	Damain Ln	1		T003	Community Streets	Paved	Very Good	0.4	12	Default
Tribe (2)	Kolb Rd	1		T004	Community Streets	Earth	No Surface	0.3	12	Default
Tribe (2)	Kuupat Cir	1		T005	Community Streets	Paved	Very Good	0.1	24	Default
Tribe (2)	Kuupat Rd	1		T006	Community Streets	Paved	Very Good	0.3	24	Default

Rincon Reservation of California
Indian Reservation Road System

Ownership	Road Name	Tribe	County	Section	Surface	Width	Length	Area	Volume	Cost	Notes
Tribe (2)	Luiseno Rd	1			Community Streets	Paved	Excellent	0.2	28	Default	
Tribe (2)	Morningstar Rd	1			Community Streets	Paved	Good	0.3	32	Default	
Tribe (2)	North Tank Ln	1			Community Streets	Earth	No Surface	0.1	10	Default	
Tribe (2)	Paradise Creek Ln	1			Community Streets	Paved	Very Good	1.1	22	Default	
Tribe (2)	Rincon Hilltop View Rd	1			Community Streets	Paved	Excellent	0.1	32	Default	
Tribe (2)	South Tank Rd	1			Community Streets	Earth	No Surface	0.2	12	Default	
Tribe (2)	Turner Ln	1			Community Streets	Earth	No Surface	0.2	12	Default	
Tribe (2)	Wash Rd	1			Community Streets	Paved	Excellent	0.1	20	Default	

Ownership	Route Name	# of Sections	Owner's Road Number	BTA Route Number	Functional Use	Surface	Width	Length	Year		
County (5)	Bartlett Springs Rd	2		L001	Rural Local	Gravel to Paved	Fair	13.9	20	107	2007
County (5)	Elk Mountain Rd	7	301 & 3011/M1	L002	Rural Local	Paved	Good to Very Good	5.1	24	1360	2007
County (5)	Foothill Oaks Rd	3		L004	Rural Local	Earth to Paved	Fair to No Surface	1.7	12 to 20	130	2007
County (5) & Urban (4)	Lakeshore Blvd	2		L005	City Minor Arterial/Rural Major Collector	Paved	Very Good	5.6	24	3180	2001
County (5)	Nice-Lucerne Cutoff	3		L007	Rural Major Collector	Paved	Good	2.3	24	5420	2001
County (5)	Reclamation Rd	2		L008	Rural Local	Paved	Fair to Poor	1.8	16 to 20	146	2007
County (5)	Reservation Cutoff	1		L009	Rural Local	Paved	Good	0.4	20	112	2007
County (5)	Scotts Valley Rd	3	401	L010	Rural Major Collector	Paved	Good	10.7	24	2000	2007
State (3)	SR 175	3		S175	Minor Arterial	Paved	Very Good	8.1	24	2320	2005
State (3)	SR 20	8		S020	Major Arterial	Paved	Very Good	12.0	24 to 36	19500	2006
State (3)	SR 29	10		S029	Major Arterial	Paved	Very Good	7.9	24 to 48	21900	2005

Ownership	Route Name	# of Sections	Owner Route Number	BLA Route Number	Functional Class						
County (5)	Rohnerville Rd	3			City Collector	Paved	Fair	2.2	27	4577	
State (3)	US 101	5	101	0101	Major Arterial	Paved	Excellent	3.6	44	42800	
BLA (1)	Basayo Rd	1		0314	Community Streets	Paved	Excellent	0.1	27	Default	
Tribe (2)	Rancheria Rd	2			Community Streets	Paved	Poor	0.4	10	129	
Tribe (2)	Wastewater Tx Rd	1			Community Streets	Gravel	Fair	0.1	19	Default	
Tribe (2)	Thomas Court	1			Community Streets	Paved	Proposed	0.1	25	Default	
Tribe (2)	Brenand Street	1			Community Streets	Paved	Proposed	0.37	25	Default	
Tribe (2)	Carroll Street	1			Community Streets	Paved	Proposed	0.37	25	Default	
Tribe (2)	Ketsner Street	1			Community Streets	Paved	Proposed	0.10	25	Default	
Tribe (2)	Bowie Street	1			Community Streets	Paved	Proposed	0.12	25	Default	
Urban (4)	1st Street	1			Community Streets	Paved	Good	0.1	26	147	
Urban (4)	Loop Rd	2			Community Streets	Paved	Fair	0.3	17 to 26	702	
Urban (4)	Main Street	1			City Minor Arterial	Paved	Excellent	1.0	23	4055	
Urban (4)	Mill Street	1			Community Streets	Paved	Fair	0.1	25	750	
County (5)	Singley Hill Rd	1			Rural Major Collector	Paved	Fair	1.8	27	2050	

* Numbers in brackets represent codes for the Indian Reservation Roads (IRR) RIFDS inventory system of the Bureau of Indian Affairs.

Round Valley Reservation of California

Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Route Number	State Route Number	Function	Paved	Surface	Width	Length	Year
County (5)	Agency Rd	1	334	M334	Rural Local	Paved	Very Good	1.6	22	2007
County (5)	Airport Rd	3		337b	Rural Local	Paved	Fair to Very Good	1.1	22	2007
County (5)	Alderpoint Rd	3		H002	Rural Local	Paved	Good	2.6	20	2007
County (5)	Bald Mtn Rd	1	342	M342	Rural Local	Earth	No Surface	2.7	18	Default
County (5)	Barnes Ln	1		M346	Rural Local	Paved	Very Good	2.2	24	188
County (5)	Cemetery Ln	3	332a	M332	Rural Local	Paved	Very Good	0.8	18	110
County (5)	Church St	1		M325	Community Streets	Paved	Good	0.1	20	Default
County (5)	Dingman St	1		M330	Community Streets	Paved	Good	0.1	20	Default
County (5)	Dobie Ln	6	329	M329	Rural Local	Paved to Primitive	No Surface to Very Good	2.8	20	Default
County (5)	Dos Rios Rd	12		M333	Rural Local	Earth to Paved	Fair to Very Good	11.5	14 to 24	172
County (5)	East Ln	5		M335	Rural Major Collector	Paved	Very Good	2.5	20	688
County (5)	Eberle St	1		M336	Community Streets	Paved	Very Good	0.1	26	Default
County (5)	Fairbanks Rd	1	327a	M327	Rural Local	Paved	Very Good	2.0	22	408
County (5)	Foothill Blvd	1		M347	Community Streets	Earth	No Surface	0.1	20	Default
County (5)	Grange St	1		M337	Rural Local	Paved	Fair	0.4	24	157
County (5)	Greely St	3		M338	Community Streets	Gravel to Paved	Fair	0.5	22	277
County (5)	Henderson Ln	1		M348	Community Streets	Paved	Very Good	0.5	18	332
County (5)	Henderson Rd	1		M349	Community Streets	Paved	Very Good	0.9	18	627
County (5)	High School Rd	1		M339	Community Streets	Paved	Good	0.2	20	248
County (5)	Hill Rd	5	327b	M328	Rural Local	Paved	Very Good	6.0	12 to 20	222
County (5)	Howard St	1	334D	M334	Rural Local	Paved	Fair	0.5	24	2513
County (5)	Hull Valley Rd	6		M341	Rural Local	Earth	No Surface	4.5	16	Default
County (5)	Lovell St	1		M340	Community Streets	Paved	Very Good	0.2	24	255

Ownership	Route Name	2000 Section	Grade Post Number	BIA Number	Community Streets	Paved	Good	0.3	24	258	2007
County (5)	Main St	1		M341	Community Streets	Paved	Good				
County (5) & Federal (7)	Mendocino Pass Rd/162	8	& FH7	M345	Rural Local/Rural Major Collector	Earth to Paved	No Surface to Very Good	22.2	20 to 24	773	2007
County (5)	Mina Rd	6		M336 & T001	Rural Local	Earth to Paved	Fair to Very Good	38.2	16 to 24	1063	2007
County (5)	Peak Rd	3		H001 & T002	Rural Local	Earth to Paved	Fair to No Surface	10.9	14 to 20	103	2007
County (5)	Perry St	1		M342	Community Streets	Paved	Good	0.2	24	135	2007
County (5)	Poonkinney Rd	3	326	M326	Rural Local	Earth to Paved	Fair to Very Good	11.4	14 to 20	257	2007
County (5)	Rifle Rd	1		M343	Community Streets	Paved	Very Good	0.1	28	Default	
County (5)	Short Creek Rd	3		M344	Rural Local	Paved	Poor to Very Good	1.7	16 to 24	128	2007
County (5)	South Airport Rd	1		M340	Rural Local	Paved	Good	1.2	20	124	2007
County (5)	Wattenburg Rd	1	332	M331	Community Streets	Paved	Good	0.5	18	149	2007
County (5)	Whipple Ct	1		024	Rural Local	Paved	Good	0.1	14	Default	
County (5)	Zenia Rd	1	337	M337	Rural Local	Paved	Good	0.9	24	590	2007
Other (8)	McKay Ranch Road	1		P001	Rural Local	Earth	No Surface	2.4	12	Default	
Other (8)	Pink Gate Rd	1		P002	Rural Local	Earth	No Surface	5.2	14	Default	
State (3)	SR 101	11		S101	Major Arterial	Paved	Very Good	12.7	24 to 48	42300	2005
State (3)	SR 162	18		S162	Minor Arterial	Paved	Fair to Very Good	30.3	24	2450	2005
BIA (1)	Big Bend Ranch Rd	4		0205	Rural Local	Earth	No Surface	2.2	12	Default	
BIA (1)	Big Bend Rd Extension	5		0206	Rural Local	Earth	No Surface	6.0	14	Default	
BIA (1)	Bradbury Village Way	1		0001	Community Streets	Earth	No Surface	0.1	16	Default	
BIA (1)	Brushy Ridge Fire Break	1		0002	Rural Local	Earth	No Surface	4.3	10	Default	
County (5)	Foothill Extension	2		0003	Rural Local	Earth	No Surface	0.7	10	Default	

Round Valley Reservation of California
Indian Reservation Road System

Ownership	Route Name	Highway Section Number	Owner's Name	Highway Section Number	Right of Way	Surface	Width	Length	Area	Volume	Notes
County (5)	Freeman Dr	1			Community Streets	Earth	No Surface	0.5	14	Default	
BIA (1)	Hatchet Mtn Rd	1			Community Streets	Paved	Excellent	0.2	20	Default	
Tribe (2)	Hidden Oaks Rd	1			Rural Local	Earth	No Surface	0.2	26	Default	
Tribe (2)	Holden Way	1			Community Streets	Earth	No Surface	0.1	15	Default	
BIA (1)	Hopper Ln	1			Community Streets	Paved	Fair	1.0	20	Default	
BIA (1)	Little Lake Way	1			Community Streets	Paved	Excellent	0.3	20	Default	
BIA (1)	Lower Murphy Ridge	2			Rural Local	Earth	No Surface	1.5	12	Default	
BIA (1)	Middle Murphy Ridge Rd	1			Rural Local	Earth	No Surface	1.6	12	Default	
BIA (1)	Mountain Lion Blvd	1			Community Streets	Paved	Excellent	0.3	20	Default	
BIA (1)	Murphy Ridge Rd	2			Rural Local	Earth	No Surface	6.2	10 to 12	Default	
BIA (1)	Nomlaki Blvd	1			Community Streets	Paved	Good	0.1	20	Default	
BIA (1)	Oak Lane	2			Community Streets	Earth	No Surface	0.6	12 to 20	Default	
BIA (1)	Pollard Lane	1			Community Streets	Earth	No Surface	0.3	12	Default	
BIA (1)	Pomo Blvd	1			Community Streets	Paved	Very Good	0.1	20	Default	
BIA (1)	Refuse Rd	1			Rural Local	Paved	Very Good	1.4	22	333	2007
BIA (1)	Shady Lane	1			Community Streets	Earth	No Surface	0.2	14	Default	
BIA (1)	Storage Tank Rd	1			Rural Local	Earth	No Surface	0.4	12	Default	
BIA (1)	Trash Pile Rd	1			Rural Local	Earth	No Surface	0.3	18	Default	
BIA (1)	Upper Short Creek Rd	3			Rural Local	Earth	No Surface	3.5	10 to 16	Default	

Rumsey Indian Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Section Number	County	Route Class	Gravel to Paved	Paved	Poor	Very Good	12	49	2003	2005
County (5)	Rd 78	2	78		C078				0.8				
State (3)	SR 16	3			S016				2.2	24	11100		

San Pasqual Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Class	Surface Type	Wearing Course				Onset of RIFDS
BIA (1)	Canal Rd	1	365	0365	Community Streets	Paved	Excellent	0.9	26	817	2007
BIA (1)	Kumeyway Way	1	366	0366	Community Streets	Paved	Very Good	0.4	22		
BIA (1)	North Canal Rd	2	365	0365	Community Streets	Earth to Paved	No Surface to Very Good	1.3	12 to 24		
BIA (1)	Nyemii Pass Rd	1		0367	Community Streets	Paved	Excellent	0.3	24	7504	2005
County (5)	Lake Wohlford Rd	5		SD32	Rural Major Collector	Paved	Good	7.9	24	7333	2007
County (5)	Paradise Mountain Rd	4		SD33	Rural Major Collector	Paved	Excellent	1.4	24		
County (5)	Woods Valley Rd	4		SD34	Rural Major Collector	Paved	Excellent	3.9	24 to 32	2400	2005
BIA (1)	Eagle Way	1		0368	Community Streets	Paved	Very Good	0.2	14		
BIA (1)	lipay Lane	1		0369	Community Streets	Paved	Excellent	0.2	14		
BIA (1)	Kewaak Way	1		0370	Community Streets	Paved	Good	0.2	12		
BIA (1)	Kunyaaw Court	1		0371	Community Streets	Paved	Very Good	0.1	16		
BIA (1)	Kunyaaw Path	3		0372	Community Streets	Paved	Very Good	0.8	14 to 24		
BIA (1)	South San Pasqual Rd	1		0373	Community Streets	Paved	Very Good	0.4	32		

Santa Rosa Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Order Route Number	Section Number	Paved	Good	0.6	33			
BIA (I)	Alkali Dr	2	Sections 50 & 60	0128	Community Streets	Paved	Good	0.6	33		
BIA (I)	Atwell Ct	1	Section 10	0128	Community Streets	Paved	Fair	0.1	33	Default	
BIA (I)	Baga Ln	1		0129	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (I)	Bingo Hall Dr	2		0130	Rural Major Collector	Paved	Excellent	0.4	44		
BIA (I)	Davis Cir	1		0131	Community Streets	Paved	Very Good	0.2	20		
BIA (I)	East Rd	1	Section 20	0128	Community Streets	Paved	Fair	0.2	33		
BIA (I)	Ignacio Ct	1		0132	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (I)	Jeff Rd	1		0133	Community Streets	Paved	Excellent	0.6	30		
BIA (I)	Koody Ct	1		0134	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (I)	Manual Rd	1		0135	Community Streets	Paved	Excellent	0.2	30		
BIA (I)	Monie Ln Coyote Ct	1		0136	Community Streets	Paved	Very Good	0.1	20	Default	
BIA (I)	Salt Grass Ct	1		0137	Community Streets	Paved	Fair	0.1	33	Default	
BIA (I)	Salt Grass Dr	2	Sections 70 & 80	0128	Community Streets	Paved	Excellent	0.8	30		
BIA (I)	Santa Rosa Ct	1		0138	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (I)	Sisco Ct	1		0139	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (I)	Slough Rd	1		0140	Community Streets	Paved	Excellent	0.1	30	Default	
BIA (I)	South Rd	1	Section 30	0128	Community Streets	Paved	Fair	0.1	33	Default	
BIA (I)	Tachi Ct	1	Section 40	0128	Community Streets	Paved	Good	0.1	33	Default	

Santa Rosa Rancheria of California
Indian Reservation Road System

Ownership	Route Name	No. of Sections	Highway Number	Inventory Number	Street Name	Paved	Surface	Width	Length	Area	Year
BIA (1)	Thomas Rd	1		0141	Community Streets	Paved	Excellent	0.4	30		
BIA (1)	Yokuts Rd	1		0142	Community Streets	Paved	Very Good	0.2	30		
County (5)	15th Ave	1		K001	Rural Local	Paved	Fair	1.0	20	115	2004
County (5)	16th Ave	2		K002	Rural Major Collector	Earth to Paved	Good to No Surface	6.1	16 to 20	2145	2004
County (5)	17th Ave	2		K003	Rural Major Collector	Paved	Good	2.0	22	4554	2004
County (5) & Urban (4)	18th Ave	5		K007	City Minor Arterial/Rural Major Collector	Paved	Good to Very Good	4.1	24 to 60	6401	2004
County (5)	Jersey Ave	1		K004	Rural Local	Paved	Good	3.0	22	893	2004
County (5)	Kansas Ave	1		K005	Rural Local	Paved	Very Good	1.0	24	2555	2004
County (5)	Kent Ave	1		K006	Rural Local	Paved	Good	2.0	22		
State (3)	State Route 198	6		S198	Major Arterial	Paved	Very Good	4.2	60	60000	2005
Urban (4)	12th Ave	2		H001	City Minor Arterial	Paved	Excellent	0.3	60	13606	2004
Urban (4)	Mall Dr	1		H002	City Collector	Paved	Very Good	0.1	34	6140	2004

Santa Rosa Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Route Number	State Route Number	Community Streets	Earth to Paved	Good to No Surface	2.8	20	129	2006
BIA (1)	Loop Rd	2		23	Community Streets	Earth to Paved	No Surface	13.0	10 to 12	Default	
Federal (7)	Santa Rosa Springs Rd	3	7S02	FS01	Rural Local	Earth to Primitive	Very Good	36.6	22 to 60	7600	2005
State (3)	SR-74	12	SR74	74	Minor Arterial	Paved	No Surface	0.6	10	Default	
BIA (1)	Old Village Rd	1	02SR	T001	Rural Local	Earth	Very Good	0.4	48	3722	2005
Urban (+)	Palm Av	1		1001	City Minor Arterial	Paved					

Santa Ynez Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner Road Number	BIA Route Number	Highway Class	Paved	Condition	Width	Length	Year
BIA (1)	Kalawa Shaq	1		0006	Community Streets	Paved	Poor	0.3	36	
BIA (1)	Sanja de Cota Rd	3		0004	Rural Major Collector	Paved	Fair to Very Good	1.5	12 to 40	
BIA (1)	Via Juana Ln	3		0002	Community Streets	Paved	Poor to Very Good	0.3	17	
BIA (1)	Via Juana Rd	1		0003	Community Streets	Paved	Fair	0.1	26	
County (5)	Alisal Rd	1		SB01	Rural Major Collector	Paved	Very Good	0.2	40	
County (5)	Cuesta St	1		SB04	Rural Major Collector	Paved	Good	0.2	30	1997
County (5)	Edison St	1		SB02	Rural Major Collector	Paved	Very Good	0.1	39	1997
County (5)	Numancia St	2		SB05	Rural Local	Paved	Fair to Poor	0.3	24	
County (5)	Sagunto St	2		SB03	Rural Major Collector	Paved	Good to Very Good	0.3	26	
State (3)	SR- 246	7		S246	Minor Arterial	Paved	Very Good	6.7	36 to 62	2005
BIA (1)	Cabrillo Ln	1		T007	Community Streets	Paved	Good	0.1	24	
BIA (1)	Casino Dr	4		T008	Rural Major Collector	Paved	Very Good	0.5	32	
BIA (1)	Estrada Ln	1		T009	Community Streets	Paved	Good	0.1	24	
BIA (1)	Jose Dolores Cir	2		T010	Community Streets	Paved	Poor	0.2	30	
BIA (1)	La Makiya	1		T011	Community Streets	Earth	No Surface	0.1	16	
BIA (1)	Ortega Ln	1		T012	Community Streets	Paved	Good	0.1	18	
BIA (1)	Pasquala Ln	2		T013	Community Streets	Paved	Poor	0.2	30	
BIA (1)	Solares Cir	1		T014	Community Streets	Paved	Poor	0.1	30	

Santa Ynez Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner Route Number	Highway Number	Street Type	Paved	Surface	Mileage	Length	Width	Area
BIA (1)	Willow Cir	1		T015	Community Streets	Paved	Poor	0.1	30		
BIA (1)	Won-A-Nee Rd	1		T016	Community Streets	Proposed	No Surface	0.3	18		

Santa Ysabel Reservation of California

Indian Reservation Road System

Ownership	Route Name	# of Locations	Wire Route Number	Location	Surface	Width	Condition	Notes	Year
BIA (1)	BIA Rd 51	2	51	Rural Local	Earth	No Surface	8.3	12	
BIA (1)	Schoolhouse Canyon Rd	2	53	Community Streets	Earth to Paved	Fair to No Surface	3.3	12 to 22	
County (5)	Mesa Grande Rd	7		Rural Local	Paved	Excellent to Very Good	12.0	18 to 24	2007
County (5)	San Felipe Rd	1	S6	Minor Arterial	Paved	Excellent	6.4	26	2005
State (3)	SR-79	9	SR79	Minor Arterial	Paved	Excellent	11.6	24 to 32	2005
BIA (1)	Casino Rd	2		Community Streets	Gravel to Paved	Excellent to Good	1.0	30	Default
BIA (1)	Water Tank Rd	1		Community Streets	Earth	No Surface	0.3	16	Default

Scotts Valley Band of Pomo Indians
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Route Number	Street Name	Paved	Fair	0.1	22	Default	
County (5)	Gardner St	1		C007	Community Streets	Paved	Fair	0.1	22	Default
County (5)	Harbor Rd	1		C002	Community Streets	Paved	Fair	0.4	18	133
County (5)	Hawaina Way	1		C009	Community Streets	Paved	Very Good	0.4	22	318
County (5)	Lakeview Dr	1		C008	Community Streets	Paved	Good	0.6	24	1495
County (5)	Lassen St	1		C006	Community Streets	Earth	No Surface	0.1	14	Default
County (5)	Point Lakeview Dr	1		C004	Rural Major Collector	Paved	Very Good	1.0	24	1000
County (5)	Red Hill Rd	1	517E	C001	Rural Local	Paved	Very Good	2.1	24	945
County (5)	Sierra St	1		C005	Community Streets	Paved	Fair	0.1	16	Default
County (5)	Soda Bay Rd	1	281	C003	Rural Major Collector	Paved	Very Good	1.9	24	5200
Other (8)	Industrial Dr	1		P001	City Collector	Paved	Fair	0.1	38	Default
State (3)	SR 29	9		S029	Major Arterial	Paved	Very Good	11.2	24 to 48	27600
Urban (4)	Bevins St	1		I002	City Collector	Paved	Good	0.4	28	4290
Urban (4)	Hill Rd	1		I001	City Collector	Paved	Very Good	1.6	24	2090
Urban (4)	Lakeport Blvd	1		I004	City Minor Arterial	Paved	Very Good	0.4	36	11925
Urban (4)	South Main St	1		I003	City Minor Arterial	Paved	Very Good	0.4	24	5040
										2001
										2006
										2004
										2003
										2004

Indian Reservation Road System

Page 1 of 1

* Numbers in brackets represent codes for the Indian Reservation Roads (IRR) RIFDS inventory system of the Bureau of Indian Affairs.

* Prepared by Winzler Kelly Consulting Engineers January 2008

Smith River Rancheria of California
Indian Reservation Road System

Ownership	Road Name	Use Section	Number									
County (5)	1st St	2			D309	Community Streets	Paved	Excellent to Good	1.0	30 to 36	982	2007
County (5)	2nd St	1			D310	Community Streets	Paved	Good	0.16	24	59	2007
County (5)	3rd St	1			D311	Community Streets	Paved	Good	0.2	24	216	2007
County (5)	Beckstead Av	1			D312	Community Streets	Paved	Good	0.3	24	358	2007
County (5)	East Denny Ln	1			D313	Community Streets	Paved	Fair	0.1	22	76	2007
County (5)	Lopez St	1			D314	Community Streets	Paved	Good	0.2	25	408	2007
County (5)	Ocean View Dr	5	D5		3074	Rural Major Collector	Paved	Very Good	3.5	20	222	2007
County (5)	Rowdy Creek Rd	3	D308		D315	Rural Local	Paved	Fair to Good	1.8	23	248	2007
County (5)	S Fred Haight Dr	3	D5		D317	Rural Local	Paved	Very Good	3.3	23	1055	2007
County (5)	Sarina Rd	1			D316	Rural Local	Paved	Very Good	1.4	24	529	2007
County (5)	Wilson Ln	1			D318	Community Streets	Paved	Good	0.5	20	162	2007
State (3)	HWY 101	7	101		0101	Major Arterial	Paved	Excellent	7.7	42	15300	2005
Tribe (2)	Indian Ct	1			3333	Community Streets	Paved	Good	0.1	19	Default	Default

Prepared by Winzler and Kelly Consulting Engineers May 2007

Page 1 of 1

* Numbers in brackets represent codes for the Indian Reservation Roads (IRR) RIFDS inventory system of the Bureau of Indian Affairs.

Sycuan Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Code Number	Section Number	Section Name	Surface	Condition	Width	Length	Year		
County (5)	Dehesa Rd	3			S256	Rural Major Collector	Paved	Excellent to Very Good	6.1	24 to 36	19300	2005
County (5)	Harbison Canyon Rd	1			S255	Rural Major Collector	Paved	Very Good	4.6	24	3800	2005
County (5)	Jamacha Rd	2	54		S254	City Collector	Paved	Very Good	3.7	60	35400	2005
County (5)	Sloane Canyon Rd	4			S257	Rural Local	Earth to Paved	No Surface to Very Good	4.2	16 to 24	Default	
County (5)	Washington Av	1			S258	Community Streets	Paved	Good	0.6	56	14900	2005
County (5)	Willow Glen Dr	2			S259	Rural Major Collector	Paved	Excellent to Very Good	4.9	36 to 54	8500	2005
Urban (4)	Second St	1			S260	City Collector	Paved	Very Good	0.5	60	42000	2005

Table Bluff Reservation of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	County Road Number	State Road Number	Community Streets	Paved	Excellent	0.4	24	Default
BIA (1)	Bayview Dr	1	4232	4232	Community Streets	Paved	Excellent	0.4	24	Default
County (5)	Copenhagen Rd	1	EH260	C003	Rural Major Collector	Paved	Good	3.5	24	409 2007
County (5)	Eel River Rd	3	EH160	C005	Rural Major Collector	Paved	Very Good	4.4	24	1373 2007
County (5)	Hookton Rd	3	C3H015	C004	Rural Major Collector	Paved	Good	3.0	24	464 2007
County (5)	Indianola Reservation Rd	1	2J100	C001	Rural Local	Paved	Good	0.3	18	Default
County (5)	Loleta Dr	2	A3H200	C006	Rural Major Collector	Paved	Very Good	1.0	24 to 32	976 2007
County (5)	Table Bluff Rd	1	3H015	C002	Rural Major Collector	Paved	Good	4.3	24	430 2007
State (3)	SR 101	21		S101	Major Arterial	Paved	Excellent	23.8	48 to 72	81000 2006
State (3)	SR 255	7		S255	Major Arterial	Paved	Excellent	1.9	24	9500 2006
Tribe (2)	Water Tank Rd	1		T001	Rural Local	Gravel	Good	0.1	10	Default

Table Mountain Rancheria of California
Indian Reservation Road System

Ownership	Route Name	No. of Sections	Owner's Section Number	Road Type	Paved	Condition	Width	Length	Default	Year
County (5)	Auberry Rd	1		Rural Major Collector	Paved	Very Good	8.6	24	Default	
County (5)	Friant Rd	8		Rural Major Collector	Paved	Excellent to Very Good	11.0	28 to 72	Default	
County (5)	Millerton Rd	1		Rural Major Collector	Paved	Very Good	5.7	28	1611	2007
County (5)	North Fork Rd	1		Rural Local	Paved	Fair	0.1	24	Default	
County (5)	RD-145	1	145	Rural Major Collector	Paved	Fair	3.3	24	Default	
County (5)	RD-206	3	206	Rural Major Collector	Paved	Fair	2.2	24	Default	
County (5)	Sky Harbour Rd	1		Rural Local	Paved	Very Good	4.3	24	Default	
State (3)	SR-145	9	SR145	Minor Arterial	Paved	Good to Very Good	16.0	32 to 48	37100	2006
State (3)	SR-180	3	SR-180	Major Arterial	Paved	Excellent	1.8	72	194000	2006
State (3)	SR-41	40	SR-41	Major Arterial	Paved	Excellent	22.0	32 to 72	284000	2006
State Parks(3)	Winchell Cove Rd	1		Rural Local	Paved	Very Good	0.7	24	Default	
Urban (4)	Chestnut Av	1		City Minor Arterial	Paved	Excellent	0.7	48	Default	

Timbisha Shoshone Indian Tribe
Indian Reservation Road System

Ownership	Route Name	Number of Sections	State Route Number	County	Rural Local	Earth to Primitive	No Surface	3.4	16	Default
BIA (1) & County (5)	Centennial Flat	2		C003	Rural Local	Earth to Primitive	No Surface	3.4	16	Default
BIA (1)	Taijumpi St	1		2	Community Streets	Paved	Very Good	0.3	20	Default
BIA (1)	Toppotsi St	1		1	Community Streets	Paved	Very Good	0.1	20	Default
BIA (1)	Tumpisa Loop	1		3	Community Streets	Paved	Very Good	0.7	20	Default
BIA (1)	Tumpisa Rd	1		4	Community Streets	Paved	Very Good	0.6	20	Default
County (5) & Federal (7)	Panamint Valley Rd	2		C002	Rural Local	Paved	Good to Very Good	13.9	24	Default
County (5)	State Line Rd	1		C001	Minor Arterial	Paved	Excellent	5.2	24	Default
County (5) & Federal (7)	Wild Rose Canyon	3		F006	Rural Local	Gravel to Paved	Very Good	9.6	22	Default
Federal (7)	Badwater Rd	3		F007	Minor Arterial	Paved	Good to Very Good	56.0	24	560
Federal (7)	Beatty Cutoff	1	Route 4	F001	Rural Local	Paved	Very Good	9.9	24	Default
Federal (7)	Daylight Pass Rd	1		F002	Minor Arterial	Paved	Excellent	13.2	22	Default
Federal (7)	Emigrant Canyon Rd	2		F005	Rural Local	Earth to Paved	No Surface to Very Good	29.8	22	Default
Federal (7)	Racetrack Road	1		F004	Rural Local	Paved	Good	6.0	22	Default
Federal (7)	Scoty's Castle Rd	1		F003	Rural Local	Paved	Good	40.8	22	Default
State (3)	SR-127	1	SR-127	S127	Minor Arterial	Paved	Excellent	49.0	24	2400
State (3)	SR-136	1	SR-136	S136	Minor Arterial	Paved	Excellent	4.7	24	450
State (3)	SR-178	4	SR-178	S178	Minor Arterial	Paved	Excellent to Very Good	33.9	24	1180
State (3)	SR-190	4	SR-190	S190	Minor Arterial	Paved	Very Good	130.5	24	3550
State (3)										2006

Ownership	Route Name	Pub. Section Number	County Section Number	Community Streets	Paved	Good	0.8	21	1847	2006
BIA (1)	Martinez Rd	1	0026	Community Streets	Paved	Good				
BIA (1)	Polk St	1	026B	Community Streets	Paved	Good	1.5	21	214	1997
County (5)	62nd Ave	1		Rural Local	Earth	No Surface	0.3	15	Default	
County (5)	64th Ave	1		Rural Local	Paved	Very Good	1.0	23		
County (5)	66th Ave	1		Rural Local	Paved	Very Good	5.8	30	5553	2006
County (5)	66th Ave East	1		Rural Local	Paved	Good	2.0	21	3958	2005
County (5)	68th Ave	2		Rural Local	Earth to Paved	Good to No Surface	2.3	22	Default	
County (5)	68th Ave East	1		Rural Local	Paved	Very Good	0.5	27	Default	
County (5)	69th St	1		Rural Local	Earth	No Surface	0.9	14	Default	
County (5)	70th Ave	1		Rural Local	Paved	Good	2.0	28	2227	2006
County (5)	72nd Ave	1		Rural Local	Paved	Good	0.5	28	Default	
County (5)	74th Ave	1		Rural Local	Paved	Very Good	1.0	22	307	1997
County (5)	76th Ave East	1		Rural Local	Earth	No Surface	1.7	10	Default	
County (5)	76th Ave West	2		Community Streets	Earth to Paved	Fair to No Surface	0.6	12 to 32	Default	
County (5)	77th Ave	1		Rural Local	Earth	No Surface	1.0	16	Default	
County (5)	78th Ave	1		Rural Local	Earth	No Surface	0.7	10	Default	
County (5)	81st Ave	3		Rural Local	Earth to Paved	Good to No Surface	2.0	26 to 50	2569	2006
County (5)	82nd Ave	1		Rural Local	Paved	Very Good	1.5	24	Default	
County (5)	84th Ave	2		Rural Local	Earth to Paved	No Surface to Very Good	2.0	15 to 21	Default	
County (5)	Box Canyon Rd	3		Rural Local	Paved	Excellent	1.1	28	183	2006
County (5)	Brawley Ave	2		Community Streets	Earth to Paved	Good to No Surface	1.0	24	Default	
County (5)	Colfax St	1		Rural Local	Earth	No Surface	0.5	12	Default	
County (5)	Coolidge Springs Rd	1		Rural Local	Paved	Fair	1.4	15	Default	
County (5)	Filmore St North	1		Rural Local	Paved	Good	1.0	24	Default	
County (5)	Filmore St South	1		Rural Local	Paved	Very Good	3.8	22	Default	
County (5)	Frontage Rd East	4		Rural Local	Paved	Very Good	1.5	25	Default	
County (5)	Frontage Rd West	4		Rural Local	Paved	Very Good	1.5	24	Default	

Torres-Martinez Reservation of California
Indian Reservation Road System

Ownership	Route Name	Section	County	RS#	Rural Local	Paved	Fair	0.5	12	Default	
County (5)	Garfield St	1		RS51	Rural Local	Earth to Paved	Fair	0.5	12	Default	
County (5)	Hayes St	3		RS52	Rural Local	Earth to Paved	Fair to Good	2.1	22 to 30	Default	
County (5)	Jackson St	1		RS53	Community Streets	Paved	Very Good	2.0	28	1928	2006
County (5)	Johnson St North	1		RS54	Rural Local	Earth	No Surface	0.5	15	Default	
County (5)	Johnson St South	1		RS55	Rural Local	Paved	Very Good	1.5	26	Default	
County (5)	Lincoln St South	1		RS56	Rural Local	Paved	Good	0.7	25	Default	
County (5)	Middleton St	1		RS57	Community Streets	Paved	Very Good	0.7	22	Default	
County (5)	Tyler St	3		RS58	Community Streets	Earth to Paved	Excellent to No Surface	1.2	14 to 25	Default	
County (5)	Van Buren St	1		RS60	Rural Local	Paved	Very Good	1.0	26	643	2006
Federal (7)	Painted Canyon Rd	1		RS61	Rural Local	Earth	No Surface	2.3	14	Default	
State (3)	SR-195	1		0195	Minor Arterial	Paved	Very Good	5.3	30	7700	2005
State (3)	SR-86	1	SR-86	0086	Minor Arterial	Paved	Excellent	10.6	26	7950	2005
State (3)	SR-86S	118	CA86	086S	Major Arterial	Paved	Excellent	39.8	48	30800	2005
Tribe (2)	Helen Jose Dr	1		RS62	Community Streets	Paved	Fair	0.2	26	Default	
Tribe (2)	Kawia Way	1		RS63	Rural Local	Paved	Excellent	0.3	34	Default	
Tribe (2)	Landon Lane	1		RS64	Community Streets	Paved	Very Good	0.3	29	Default	
Tribe (2)	Selmikish-Temal Rd	1		RS65	Rural Local	Paved	Excellent	0.1	67	Default	
Tribe (2)	Wilma Jean Way	2		RS66	Minor Arterial	Earth to Paved	No Surface to Very Good	1.0	21	Default	

Trinidad Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Class						
County (5)	Grange Rd	1	HC20	HC20	City Minor Arterial	Paved	Good	0.3	28	1830	
County (5)	Dows Prairie Rd	1	HC22	HC22	Rural Major Collector	Paved	Fair	2.6	24	1285	
County (5)	Cannell Rd	1	HC24	HC24	Rural Major Collector	Paved	Good	0.5	24	376	
County (5)	Little River Rd	1	HC25	HC25	Rural Major Collector	Paved	Good	0.3	30	401	
Tribe (2)	Trinidad Pier	1			Other Transportation Facility	Other	Fair	0.1	25		

Tule River Reservation of California
Indian Reservation Road System

Ownership	Road Name	Section	Route Number		Rural Local/Rural Major Collector	Earth to Paved	Excellent to No Surface	1.9	12 to 24	Default	
BIA (1)	Cow Mountain Rd	3		0241	Rural Local/Rural Major Collector	Earth to Paved	Excellent to No Surface	1.9	12 to 24	Default	
BIA (1)	Garfield Rd	1		0251	Community Streets	Earth	No Surface	0.1	15	Default	
BIA (1)	Hunter Rd	1		0249	Community Streets	Earth	No Surface	0.2	14	Default	
BIA (1)	Tank 8 Rd	1		0250	Community Streets	Earth	No Surface	0.2	13	Default	
County (5)	Ave 138	1	138	T001	Rural Local	Paved	Very Good	0.5	24	Default	
County (5)	Deer Creek Rd	1	296	T002	Rural Local	Paved	Good	1.5	24		
County (5)	Reservation Rd	1		T070	Rural Major Collector	Paved	Very Good	8.2	24	3014	2006
County (5)	Road 284	1	284	T003	Rural Major Collector	Paved	Very Good	0.5	24	2700	2003
County (5)	West Rd	1		T004	Rural Local	Paved	Good	0.3	30	Default	
County (5)	West Scranton	2	138	T005	Rural Major Collector	Paved	Good	2.3	20 to 30	Default	
State (3)	SR 190	8	190	S190	Minor Arterial	Paved	Very Good	10.4	24 to 48	44000	2005
State (3)	SR 65	2	65	S065	Minor Arterial	Paved	Very Good	1.0	24 to 48	39200	2005
Tribes (2)	Casino Bridge Rd	3		0237	Rural Local	Earth	No Surface	0.3	20	Default	
Tribes (2)	Packard Rd	1		0238	Rural Local	Earth	No Surface	0.7	12	Default	
Tribes (2)	Pankalachi Dr	1		0239	Rural Local	Earth	No Surface	0.2	10	Default	
Urban (4)	Olive St	1		PC01	City Collector	Paved	Very Good	0.4	50	Default	
Urban (4)	South Main St	3		PC02	City Minor Arterial	Paved	Very Good	1.0	50	4490	2005

Tuolumne Rancheria of California
Indian Reservation Road System

Ownership	Route Name	County Section	County Section Number	Indian Reservation Number	Community Streets	Paved	Very Good	1.1	24	Default	
County (5)	Carter St	1		C002	Community Streets	Paved	Very Good	1.1	24	Default	
County (5)	Cherokee Rd	1		C001	Rural Local	Paved	Excellent	1.6	32	Default	
County (5)	Tuolumne Rd	5	E17	C004	Rural Major Collector	Paved	Good to Very Good	13.5	32	Default	
County (5)	Twain Harte Dr	1		C003	Rural Major Collector	Paved	Very Good	2.6	32	Default	
State (3)	SR-108	15	SR108	S108	Minor Arterial	Paved	Very Good	20.5	32 to 56	49400	2006

Upper Lake Rancheria of California
Indian Reservation Road System

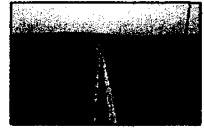
Ownership	Route Name	# of Sections	Other Road Number	State Route Number	Function	Paved	Very Good	0.2	24 to 30	1212	2007
County (5)	Clover Valley Rd	2	302	C003	Rural Local	Paved	Very Good	0.2	24 to 30	1212	2007
County (5)	Dewell Rd	1	3131A	C007	Rural Local	Paved	Good	0.5	24	Default	
County (5)	Elk Mountain Rd	3	301	C005	Rural Major Collector	Paved	Very Good	1.3	24	1360	2007
County (5)	First St	3	311-K	C001	Community Streets	Paved	Very Good	0.5	30	807	2007
County (5)	Main St	2	311-B	C002	Rural Major Collector	Paved	Very Good	0.4	24 to 40	2791	2005
County (5)	Mason Rd	1	301	C008	Rural Local	Paved	Fair	0.3	12	Default	
County (5)	Old Lucerne Rd	2	309	C004	Rural Local	Paved	Fair	0.7	24 to 28	326	2007
County (5)	Rancheria Rd	5	301B	C006	Rural Local	Paved	Fair	1.3	24	321	2007
State (3)	SR 20	9		S020	Major Arterial	Paved	Very Good	10.5	24 to 36	16700	2006
State (3)	SR 29	3		S029	Major Arterial	Paved	Very Good	1.4	24	6100	2006
BIA (1)	Labor Camp Rd	1		T001	Rural Local	Paved	Fair	0.1	20	Default	

Viejas (Baron Long) Rancheria of California
Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner's Project Number	Indian Reservation Number	Route Classification	Gravel to Paved	Condition	Width	Length	Year
County (5)	Viejas Grade Rd	3	E37	0037	Community Streets	Gravel to Paved	Very Good	3.2	16 to 18	2007
County (5)	Willows Rd	7	E26	0026	Community Streets	Paved	Excellent to Fair	2.8	24 to 48	2007
Federal (7)	Interstate 8	3	I8	0018	Major Arterial	Paved	Excellent	3.0	56	2005

Indian Reservation Road System

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Appendix C – ADT Report Example

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Howland Hill – Elk Valley Rancheria Traffic Counts

BIA Route # [REDACTED]

Average Daily Traffic: 3,828 average daily trips for traffic traveling in both directions.

Lane One Summary: A study of vehicle traffic was conducted with HI-STAR unit number 0387. The study was done in the Driving lane at howland hill west in crescent city, Ca in del norte county. The study began on Feb/28/2007 at 09:15:00 AM and concluded on Mar/02/2007 at 09:15:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 3747 vehicles passed through the location with a peak volume of 182 on Mar/01/2007 at [17:15-18:15] and a minimum volume of 8 on Mar/01/2007 at [04:15-05:15]. The AADT count for this study was 1,874.

Lane Two Summary: A study of vehicle traffic was conducted with HI-STAR unit number 1392. The study was done in the Driving lane at howland hill in crescent city, Ca in del norte county. The study began on Feb/28/2007 at 09:15:00 AM and concluded on Mar/02/2007 at 09:15:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 3908 vehicles passed through the location with a peak volume of 155 on Mar/01/2007 at [12:15-13:15] and a minimum volume of 15 on Mar/01/2007 at [01:15-02:15]. The AADT count for this study was 1,954.

Travel Direction: 2 lanes, both directions

Status: Typical two days, counted in one-hour bins.

Equipment Utilized: This 48-hour traffic count was conducted using a Nu-Metrics NC-200 Portable Traffic Analyzer, a self-contained unit that monitors traffic flow conditions utilizing Vehicle Magnetic Imaging technology. One unit was installed in each lane for the allotted time of the study.

Calculations: ADT was calculated for this route by using the Highway Data Management software to convert the raw vehicle counts into Average Daily Traffic calculations. The total number of vehicles detected each hour during the duration of the study were combined to determine a total raw count. The total raw count was then divided by the number of days during which data was collected to calculate a figure for the Average Daily Traffic.

Results: The Average Daily Traffic for lane one was calculated at 1,874 average daily trips. The Average Daily Traffic for lane two was calculated at 1,954 average daily trips. The total Average Daily Traffic for this route was calculated at 3,828 average daily trips for traffic traveling in both directions on the route.

Raw Count Data: See following pages

Raw Count Graphs: See following pages

Howland Hill – Elk Valley Rancheria Truck Counts

Percentage of Truck Traffic: 2.0 Percent of vehicles were Trucks.

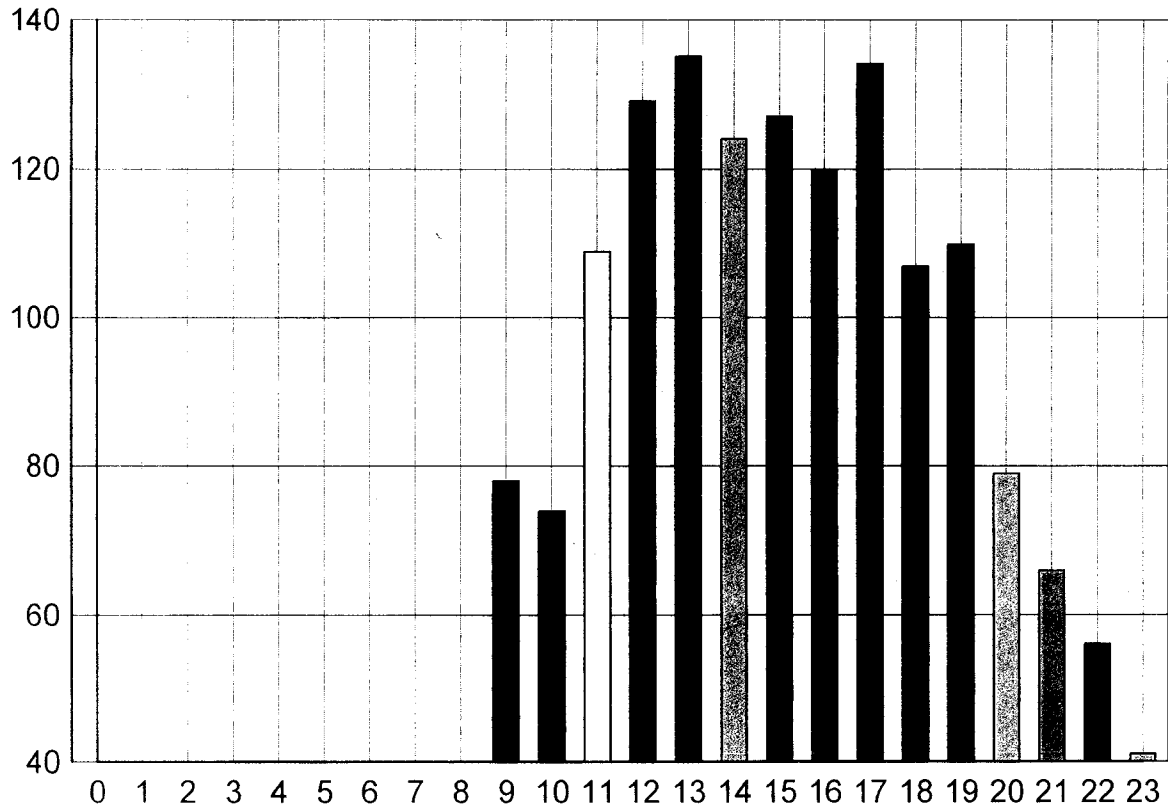
Vehicle Percent Graphs: See pages below

Time/Volume Graph

HI-Star ID: 1392
 Street: Howland hill
 State: Ca
 City: Crescent City
 County: Del Norte

Begin: Feb/28/2007 09:15:00 AM
 Lane: Driving
 Oper: ssm
 Posted: 35
 AADT Factor: 1

End: Mar/02/2007 09:15:00 AM
 Hours: 48.00
 Period: 60
 Raw Count: 3908
 AADT Count: 1,954



Wed, Feb/28/2007

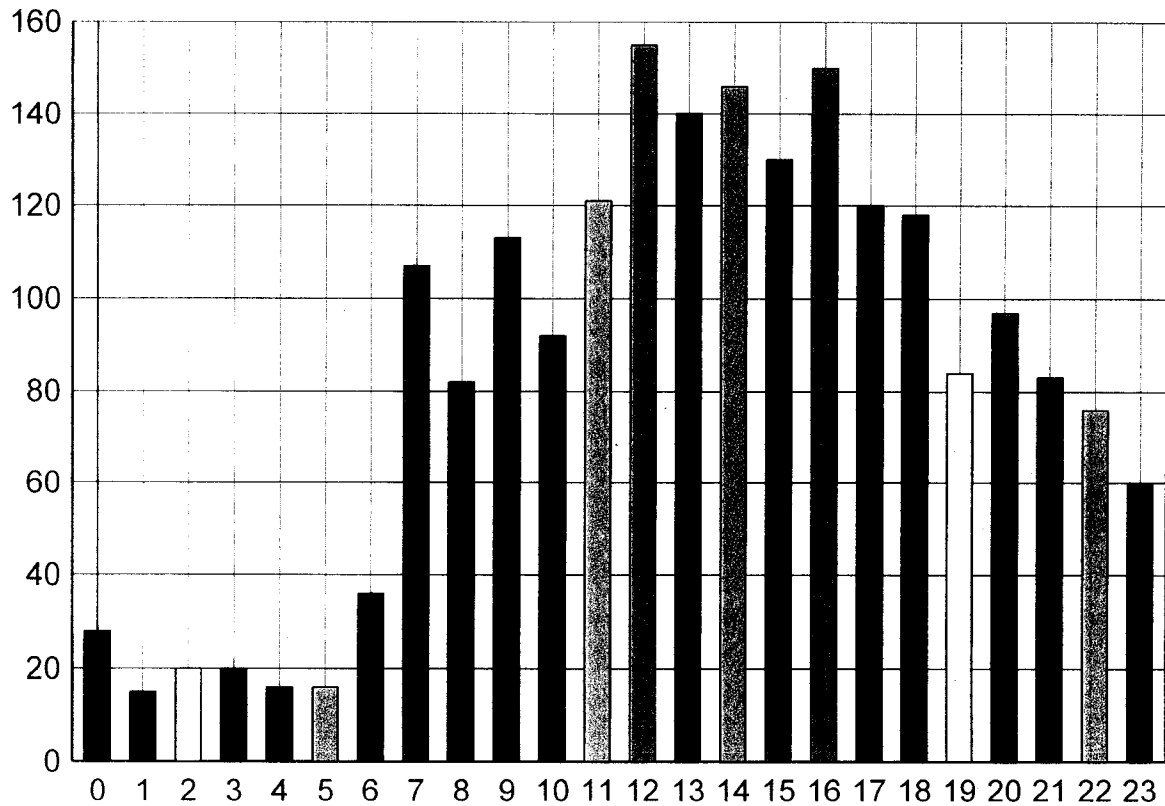
(0) 12:00 - 12:59	(6) 06:00 - 06:59	(12) 12:00 - 12:59	129	(18) 18:00 - 18:59	107
(1) 01:00 - 01:59	(7) 07:00 - 07:59	(13) 13:00 - 13:59	135	(19) 19:00 - 19:59	110
(2) 02:00 - 02:59	(8) 08:00 - 08:59	(14) 14:00 - 14:59	124	(20) 20:00 - 20:59	79
(3) 03:00 - 03:59	(9) 09:00 - 09:59	(15) 15:00 - 15:59	127	(21) 21:00 - 21:59	66
(4) 04:00 - 04:59	(10) 10:00 - 10:59	(16) 16:00 - 16:59	120	(22) 22:00 - 22:59	56
(5) 05:00 - 05:59	(11) 11:00 - 11:59	(17) 17:00 - 17:59	134	(23) 23:00 - 23:59	41

Time/Volume Graph

HI-Star ID: 1392
 Street: Howland Hill
 State: Ca
 City: Crescent City
 County: Del Norte

Begin: Feb/28/2007 09:15:00 AM
 Lane: Driving
 Oper: ssm
 Posted: 35
 AADT Factor: 1

End: Mar/02/2007 09:15:00 AM
 Hours: 48.00
 Period: 60
 Raw Count: 3908
 AADT Count: 1,954



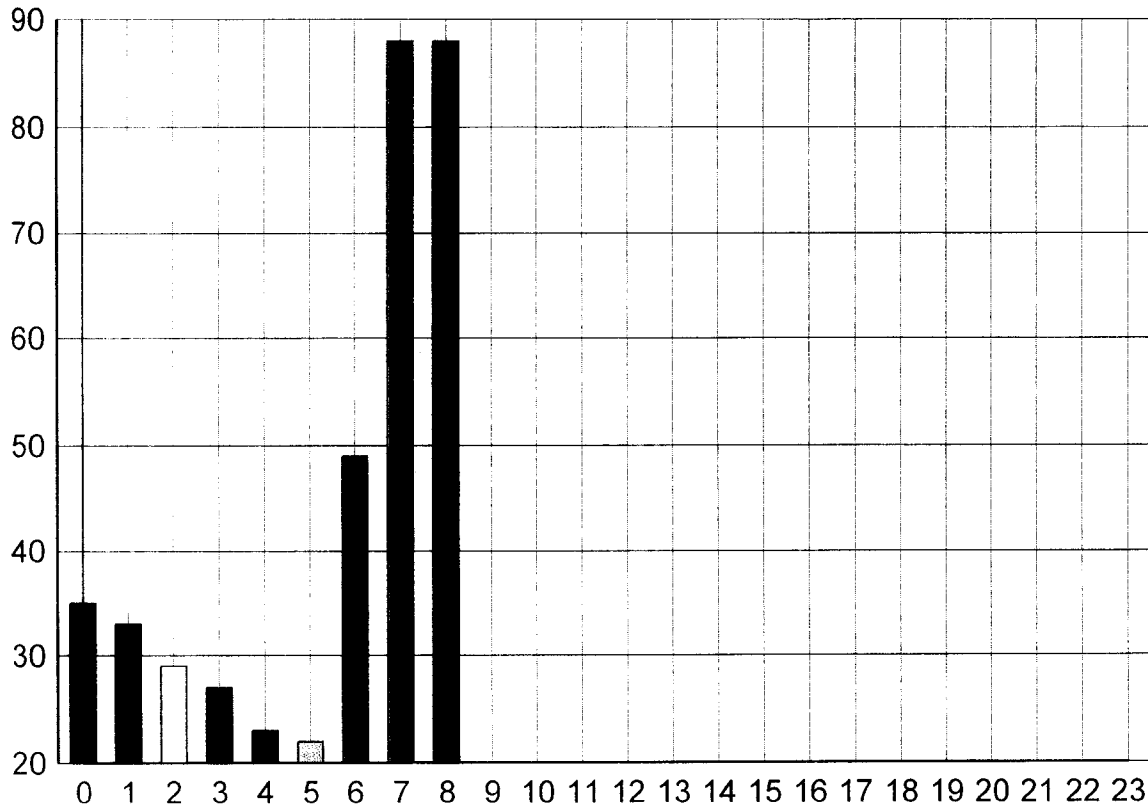
Thu, Mar/01/2007							
(0) 12:00 - 12:59	28	(6) 06:00 - 06:59	36	(12) 12:00 - 12:59	155	(18) 18:00 - 18:59	118
(1) 01:00 - 01:59	15	(7) 07:00 - 07:59	107	(13) 13:00 - 13:59	140	(19) 19:00 - 19:59	84
(2) 02:00 - 02:59	20	(8) 08:00 - 08:59	82	(14) 14:00 - 14:59	146	(20) 20:00 - 20:59	97
(3) 03:00 - 03:59	20	(9) 09:00 - 09:59	113	(15) 15:00 - 15:59	130	(21) 21:00 - 21:59	83
(4) 04:00 - 04:59	16	(10) 10:00 - 10:59	92	(16) 16:00 - 16:59	150	(22) 22:00 - 22:59	76
(5) 05:00 - 05:59	16	(11) 11:00 - 11:59	121	(17) 17:00 - 17:59	120	(23) 23:00 - 23:59	60

Time/Volume Graph

HI-Star ID: 1392
 Street: Howland Hill
 State: Ca
 City: Crescent City
 County: Del Norte

Begin: Feb/28/2007 09:15:00 AM
 Lane: Driving
 Oper: ssm
 Posted: 35
 AADT Factor: 1

End: Mar/02/2007 09:15:00 AM
 Hours: 48.00
 Period: 60
 Raw Count: 3908
 AADT Count: 1,954



Fri, Mar/02/2007

(0) 12:00 - 12:59	35	(6) 06:00 - 06:59	49	(12) 12:00 - 12:59		(18) 18:00 - 18:59	
(1) 01:00 - 01:59	33	(7) 07:00 - 07:59	88	(13) 13:00 - 13:59		(19) 19:00 - 19:59	
(2) 02:00 - 02:59	29	(8) 08:00 - 08:59	88	(14) 14:00 - 14:59		(20) 20:00 - 20:59	
(3) 03:00 - 03:59	27	(9) 09:00 - 09:59		(15) 15:00 - 15:59		(21) 21:00 - 21:59	
(4) 04:00 - 04:59	23	(10) 10:00 - 10:59		(16) 16:00 - 16:59		(22) 22:00 - 22:59	
(5) 05:00 - 05:59	22	(11) 11:00 - 11:59		(17) 17:00 - 17:59		(23) 23:00 - 23:59	

[Raw] Volume Report

HI-Star ID: 0387 Street: Howland Hill west State: Ca City: Crescent City County: Del Norte		Begin: Feb/28/2007 09:15:00 AM Lane: Driving Oper: ssm Posted: 35 AADT Factor: 1		End: Mar/02/2007 09:15:00 AM Hours: 48.00 Period: 60 Raw Count: 3747 AADT Count: 1,874	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	Period Occupancy

Wed, Feb/28/2007

[09:15-10:15]	60	40MPH	48 F	---	0
[10:15-11:15]	90	38MPH	48 F	---	1
[11:15-12:15]	116	40MPH	44 F	---	1
[12:15-13:15]	118	40MPH	56 F	---	1
[13:15-14:15]	129	39MPH	48 F	---	1
[14:15-15:15]	134	39MPH	54 F	---	1
[15:15-16:15]	124	39MPH	48 F	---	1
[16:15-17:15]	158	41MPH	46 F	---	1
[17:15-18:15]	166	39MPH	44 F	---	1
[18:15-19:15]	108	37MPH	42 F	---	1
[19:15-20:15]	66	39MPH	42 F	---	1
[20:15-21:15]	66	41MPH	42 F	---	0
[21:15-22:15]	62	40MPH	41 F	---	0
[22:15-23:15]	52	40MPH	41 F	---	0
[23:15-00:15]	33	39MPH	39 F	---	0

Thu, Mar/01/2007

[00:15-01:15]	14	40MPH	41 F	---	0
[01:15-02:15]	13	39MPH	41 F	---	0
[02:15-03:15]	12	41MPH	41 F	---	0
[03:15-04:15]	13	41MPH	41 F	---	0
[04:15-05:15]	8	41MPH	41 F	---	0
[05:15-06:15]	16	36MPH	41 F	---	0
[06:15-07:15]	28	41MPH	41 F	---	0
[07:15-08:15]	91	40MPH	41 F	---	0
[08:15-09:15]	95	41MPH	42 F	---	1
[09:15-10:15]	90	40MPH	44 F	---	1

[Raw] Volume Report

HI-Star ID: 0387 Street: Howland Hill west State: Ca City: Crescent City County: Del Norte		Begin: Feb/28/2007 09:15:00 AM Lane: Driving Oper: ssm Posted: 35 AADT Factor: 1		End: Mar/02/2007 09:15:00 AM Hours: 48.00 Period: 60 Raw Count: 3747 AADT Count: 1,874	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	Period Occupancy

Thu, Mar/01/2007

[10:15-11:15]	105	39MPH	46 F	---	1
[11:15-12:15]	136	41MPH	50 F	---	1
[12:15-13:15]	133	39MPH	50 F	---	1
[13:15-14:15]	115	40MPH	54 F	---	1
[14:15-15:15]	134	39MPH	52 F	---	1
[15:15-16:15]	145	40MPH	54 F	---	1
[16:15-17:15]	168	40MPH	50 F	---	1
[17:15-18:15]	182	40MPH	48 F	---	1
[18:15-19:15]	106	38MPH	46 F	---	1
[19:15-20:15]	105	37MPH	46 F	---	1
[20:15-21:15]	75	38MPH	44 F	---	1
[21:15-22:15]	70	38MPH	44 F	---	0
[22:15-23:15]	55	38MPH	44 F	---	0
[23:15-00:15]	43	42MPH	44 F	---	0

Fri, Mar/02/2007

[00:15-01:15]	32	39MPH	44 F	---	0
[01:15-02:15]	17	39MPH	44 F	---	0
[02:15-03:15]	10	38MPH	44 F	---	0
[03:15-04:15]	22	38MPH	44 F	---	0
[04:15-05:15]	13	34MPH	44 F	---	0
[05:15-06:15]	12	43MPH	44 F	---	0
[06:15-07:15]	35	41MPH	44 F	---	0
[07:15-08:15]	90	42MPH	44 F	---	0
[08:15-09:15]	82	38MPH	44 F	---	0

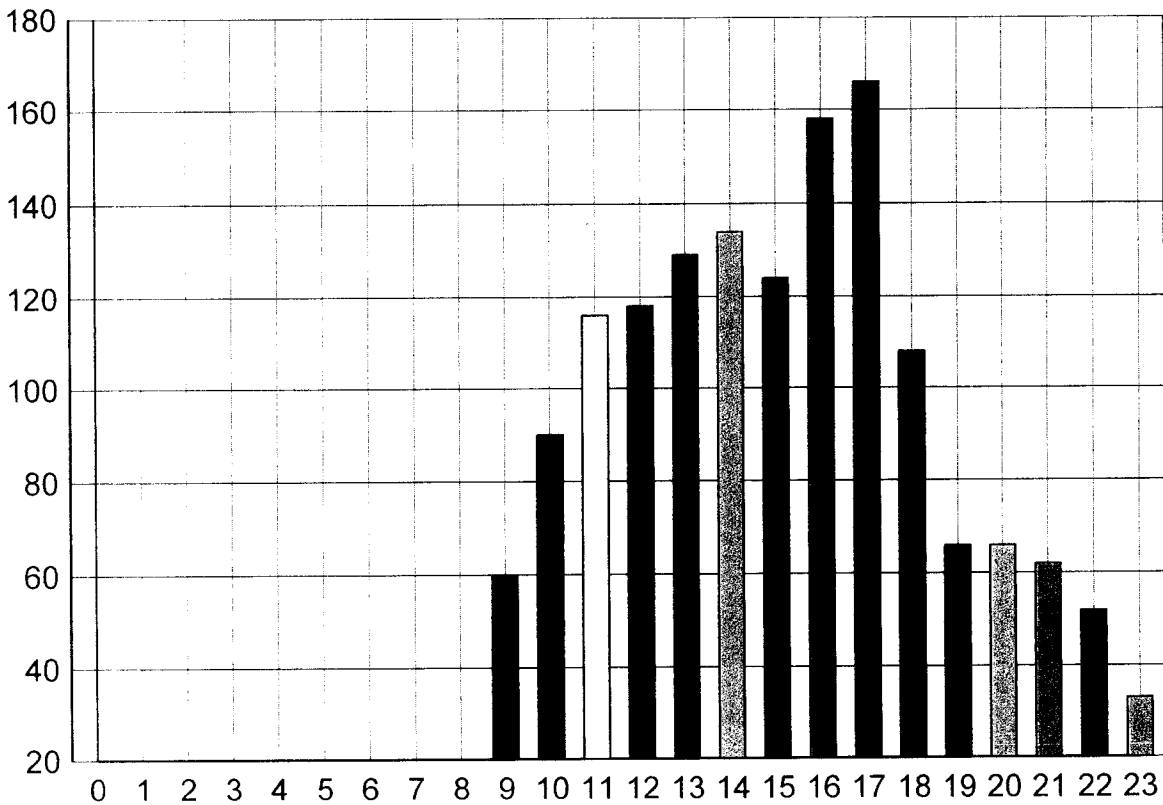
3747	40 MPH	45 F
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Time/Volume Graph

HI-Star ID: 0387
 Street: Howland Hill west
 State: Ca
 City: Crescent City
 County: Del Norte

Begin: Feb/28/2007 09:15:00 AM
 Lane: Driving
 Oper: ssm
 Posted: 35
 AADT Factor: 1

End: Mar/02/2007 09:15:00 AM
 Hours: 48.00
 Period: 60
 Raw Count: 3747
 AADT Count: 1,874



Wed, Feb/28/2007

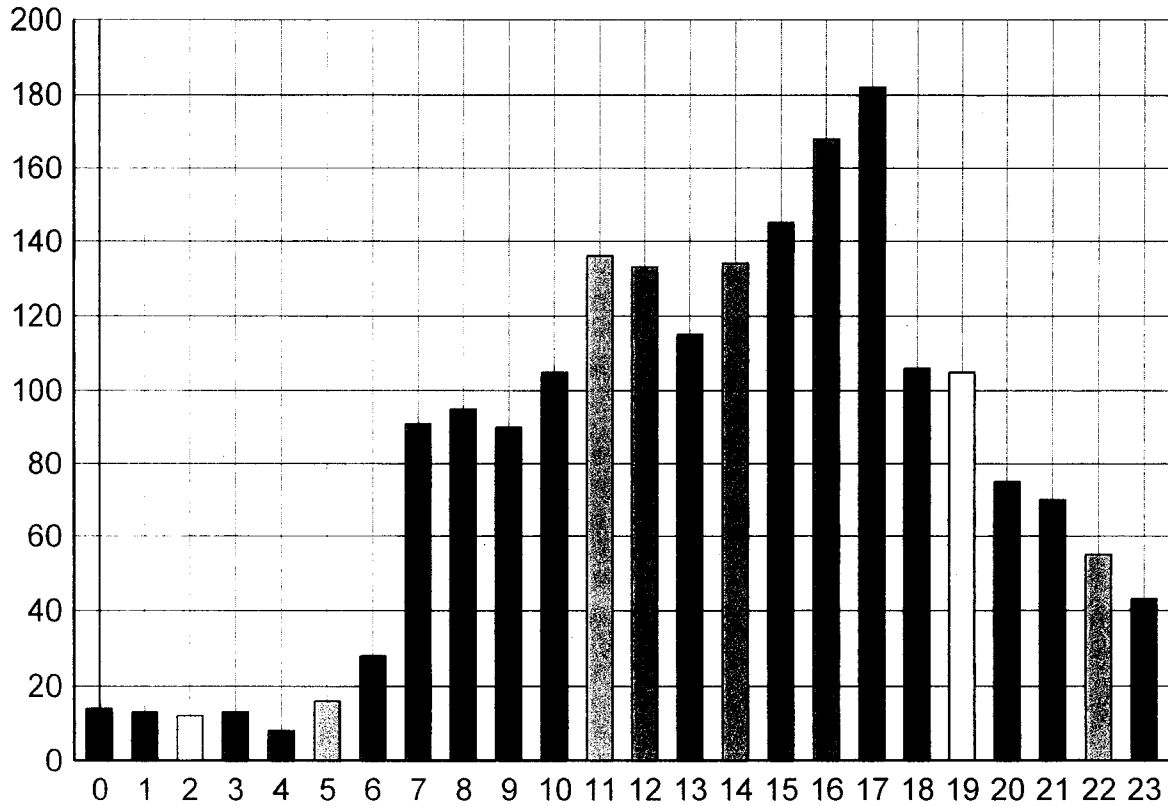
(0) 12:00 - 12:59	(6) 06:00 - 06:59	(12) 12:00 - 12:59	118	(18) 18:00 - 18:59	108
(1) 01:00 - 01:59	(7) 07:00 - 07:59	(13) 13:00 - 13:59	129	(19) 19:00 - 19:59	66
(2) 02:00 - 02:59	(8) 08:00 - 08:59	(14) 14:00 - 14:59	134	(20) 20:00 - 20:59	66
(3) 03:00 - 03:59	(9) 09:00 - 09:59	(15) 15:00 - 15:59	124	(21) 21:00 - 21:59	62
(4) 04:00 - 04:59	(10) 10:00 - 10:59	(16) 16:00 - 16:59	158	(22) 22:00 - 22:59	52
(5) 05:00 - 05:59	(11) 11:00 - 11:59	(17) 17:00 - 17:59	166	(23) 23:00 - 23:59	33

Time/Volume Graph

HI-Star ID: 0387
 Street: Howland Hill west
 State: Ca
 City: Crescent City
 County: Del Norte

Begin: Feb/28/2007 09:15:00 AM
 Lane: Driving
 Oper: ssm
 Posted: 35
 AADT Factor: 1

End: Mar/02/2007 09:15:00 AM
 Hours: 48.00
 Period: 60
 Raw Count: 3747
 AADT Count: 1,874



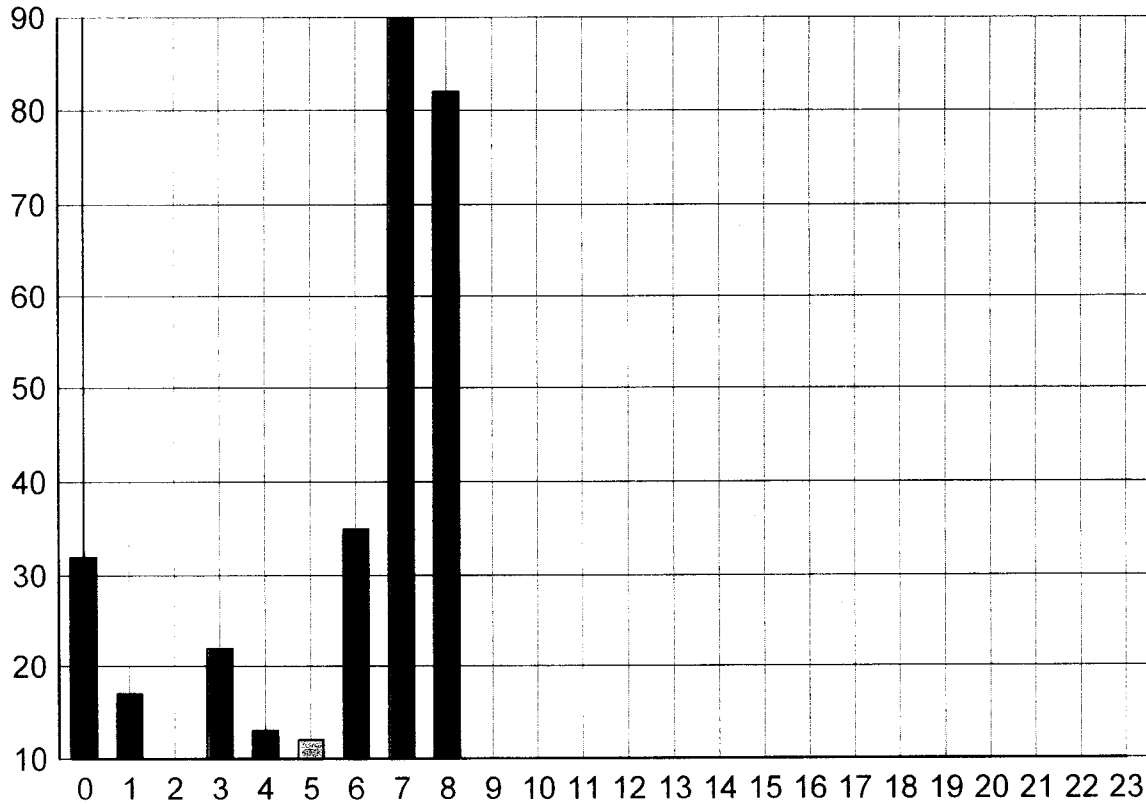
Thu, Mar/01/2007							
(0) 12:00 - 12:59	14	(6) 06:00 - 06:59	28	(12) 12:00 - 12:59	133	(18) 18:00 - 18:59	106
(1) 01:00 - 01:59	13	(7) 07:00 - 07:59	91	(13) 13:00 - 13:59	115	(19) 19:00 - 19:59	105
(2) 02:00 - 02:59	12	(8) 08:00 - 08:59	95	(14) 14:00 - 14:59	134	(20) 20:00 - 20:59	75
(3) 03:00 - 03:59	13	(9) 09:00 - 09:59	90	(15) 15:00 - 15:59	145	(21) 21:00 - 21:59	70
(4) 04:00 - 04:59	8	(10) 10:00 - 10:59	105	(16) 16:00 - 16:59	168	(22) 22:00 - 22:59	55
(5) 05:00 - 05:59	16	(11) 11:00 - 11:59	136	(17) 17:00 - 17:59	182	(23) 23:00 - 23:59	43

Time/Volume Graph

HI-Star ID: 0387
 Street: Howland Hill west
 State: Ca
 City: Crescent City
 County: Del Norte

Begin: Feb/28/2007 09:15:00 AM
 Lane: Driving
 Oper: ssm
 Posted: 35
 AADT Factor: 1

End: Mar/02/2007 09:15:00 AM
 Hours: 48.00
 Period: 60
 Raw Count: 3747
 AADT Count: 1,874



Fri, Mar/02/2007

(0) 12:00 - 12:59	32	(6) 06:00 - 06:59	35	(12) 12:00 - 12:59	(18) 18:00 - 18:59
(1) 01:00 - 01:59	17	(7) 07:00 - 07:59	90	(13) 13:00 - 13:59	(19) 19:00 - 19:59
(2) 02:00 - 02:59	10	(8) 08:00 - 08:59	82	(14) 14:00 - 14:59	(20) 20:00 - 20:59
(3) 03:00 - 03:59	22	(9) 09:00 - 09:59		(15) 15:00 - 15:59	(21) 21:00 - 21:59
(4) 04:00 - 04:59	13	(10) 10:00 - 10:59		(16) 16:00 - 16:59	(22) 22:00 - 22:59
(5) 05:00 - 05:59	12	(11) 11:00 - 11:59		(17) 17:00 - 17:59	(23) 23:00 - 23:59

[Raw] Volume Report

HI-Star ID: 1392 Street: Howland Hill State: Ca City: Crescent City County: Del Norte		Begin: Feb/28/2007 09:15:00 AM Lane: Driving Oper: ssm Posted: 35 AADT Factor: 1		End: Mar/02/2007 09:15:00 AM Hours: 48.00 Period: 60 Raw Count: 3908 AADT Count: 954	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	Period Occupancy

Wed, Feb/28/2007

[09:15-10:15]	78	46MPH	48 F	---	0
[10:15-11:15]	74	45MPH	44 F	---	0
[11:15-12:15]	109	46MPH	54 F	---	1
[12:15-13:15]	129	43MPH	46 F	---	1
[13:15-14:15]	135	45MPH	52 F	---	1
[14:15-15:15]	124	46MPH	48 F	---	1
[15:15-16:15]	127	44MPH	46 F	---	1
[16:15-17:15]	120	45MPH	44 F	---	1
[17:15-18:15]	134	44MPH	44 F	---	1
[18:15-19:15]	107	41MPH	42 F	---	1
[19:15-20:15]	110	43MPH	42 F	---	1
[20:15-21:15]	79	44MPH	41 F	---	1
[21:15-22:15]	66	43MPH	41 F	---	0
[22:15-23:15]	56	44MPH	41 F	---	0
[23:15-00:15]	41	43MPH	39 F	---	0

Thu, Mar/01/2007

[00:15-01:15]	28	46MPH	39 F	---	0
[01:15-02:15]	15	50MPH	41 F	---	0
[02:15-03:15]	20	46MPH	41 F	---	0
[03:15-04:15]	20	45MPH	41 F	---	0
[04:15-05:15]	16	44MPH	41 F	---	0
[05:15-06:15]	16	41MPH	41 F	---	0
[06:15-07:15]	36	46MPH	41 F	---	0
[07:15-08:15]	107	44MPH	41 F	---	1
[08:15-09:15]	82	45MPH	42 F	---	1
[09:15-10:15]	113	45MPH	44 F	---	1

[Raw] Volume Report

HI-Star ID: 1392 Street: Howland Hill State: Ca City: Crescent City County: Del Norte		Begin: Feb/28/2007 09:15:00 AM Lane: Driving Oper: ssm Posted: 35 AADT Factor: 1		End: Mar/02/2007 09:15:00 AM Hours: 48.00 Period: 60 Raw Count: 3908 AADT Count: 1,954	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	Period Occupancy

Thu, Mar/01/2007

[10:15-11:15]	92	45 MPH	46 F	---	1
[11:15-12:15]	121	43 MPH	50 F	---	1
[12:15-13:15]	155	45 MPH	50 F	---	1
[13:15-14:15]	140	44 MPH	52 F	---	1
[14:15-15:15]	146	43 MPH	50 F	---	1
[15:15-16:15]	130	46 MPH	54 F	---	1
[16:15-17:15]	150	46 MPH	50 F	---	1
[17:15-18:15]	120	43 MPH	48 F	---	1
[18:15-19:15]	118	43 MPH	46 F	---	1
[19:15-20:15]	84	43 MPH	44 F	---	1
[20:15-21:15]	97	43 MPH	44 F	---	0
[21:15-22:15]	83	41 MPH	44 F	---	0
[22:15-23:15]	76	44 MPH	44 F	---	0
[23:15-00:15]	60	45 MPH	44 F	---	0

Fri, Mar/02/2007

[00:15-01:15]	35	46 MPH	44 F	---	0
[01:15-02:15]	33	45 MPH	44 F	---	0
[02:15-03:15]	29	45 MPH	44 F	---	0
[03:15-04:15]	27	42 MPH	44 F	---	0
[04:15-05:15]	23	44 MPH	44 F	---	0
[05:15-06:15]	22	43 MPH	44 F	---	0
[06:15-07:15]	49	44 MPH	44 F	---	0
[07:15-08:15]	88	47 MPH	44 F	---	0
[08:15-09:15]	88	43 MPH	44 F	---	0

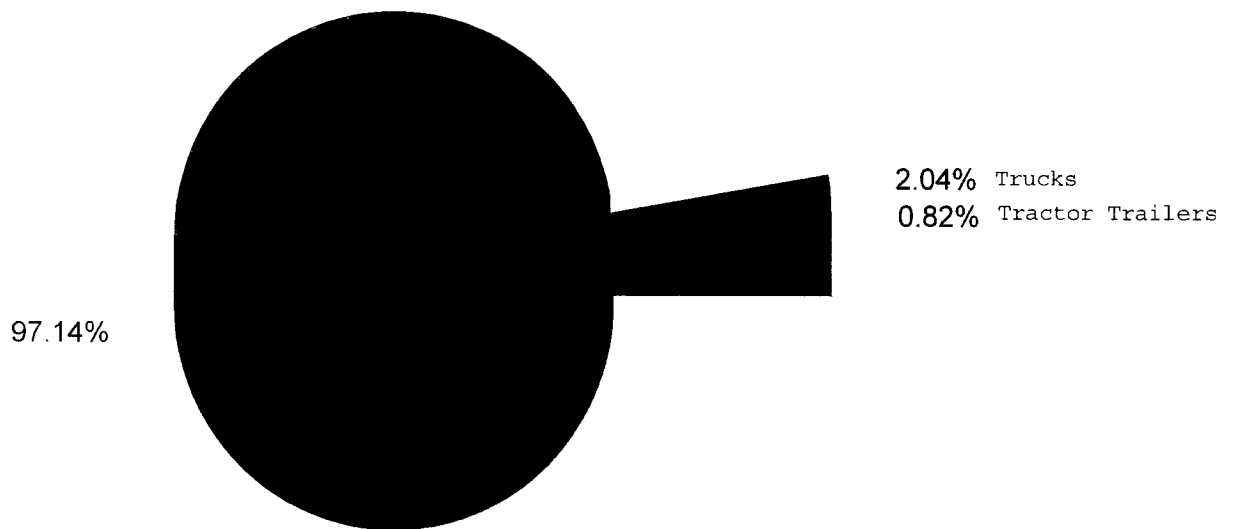
3908	44 MPH	45 F
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Vehicle Percentage Graph

Hi-Star ID: 1392
Street: howland hill
State: Ca
City: crescent city
County: del norte

Begin: Feb/28/2007 09:15:00 AM
Lane: Driving
Oper: ssm
Posted: 35
AADT Factor: 1

End: Mar/02/2007 09:15:00 AM
Hours: 48.00
Period: 60
Raw Count: 3908
AADT Count: 1,954



Feb/28/2007 09:15:00 AM
Mar/02/2007 09:15:00 AM

howland hill

